

# State Route 128 Corridor Valley Trail Feasibility Study

## Final Draft Appendices July 2014

**PREPARED BY:**

Alta Planning + Design

**IN ASSOCIATION WITH:**

Local Government Commission

GHD, Inc.

**PREPARED FOR:**

Mendocino Council of Governments

California Department of Transportation





# A Regulatory Permit and Environmental Compliance Memorandum

20 December 2013

To	Brian Burchfield (Alta Planning)		
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From	Lia Webb / Cara Scott (GHD Environmental Scientists)	Tel	707-443-8326
Subject	Regulatory Permit and Environmental Compliance for State Route 128 Corridor Valley Feasibility Study	Job no.	12480/84.10804/01

This memo outlines the federal, state, and local regulatory environmental compliance requirements and documents that could be required prior to construction of various segments of a trail for the above listed project. Since detailed field work or site investigations are not a part of the current scope, this current memo is a pre-project screening of potential permits/compliance requirements and potential special-status plant and animal species that could be present in the study area (see Section 1 below).

The potential environmental permitting requirements for each segment of the project will depend on what type of habitats (including wetlands and habitat for listed plant and/or animal species) are present within the proposed project alignment. Based on the biological review of online environmental databases, there are approximately 28 special-status plant species and 31 special-status animal species with moderate to high likelihood to occur in or near the study area/corridor. Additionally, the potential to encounter wetlands within the project study boundary is present as several creeks and other water crossings can be seen from satellite imagery. There are approximately 13 environmental compliance documents, permits, and/or environmental studies that could be necessary for the proposed project, depending on actual project components and resulting potential impacts that might be anticipated upon further study and reporting of existing conditions. The remainder of this memo will refer to these documents as “permits,” though they are not all officially “permits.”

## A.1 Potential Special-Status Species Presence

The project segments were overlaid with the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) database as well as with the USGS topographic quadrangles. The California Department of Fish and Wildlife (CDFW) maintains a list of special-status species (e.g. “threatened,” “endangered,” “state special concern,” etc) for each quadrangle in California. By overlaying the trail segments of the project on the quadrangles, it is possible to summarize the potential special-status species that could be encountered by the project. The project environmental scientist reviewed the list of species in each quadrangle within which the proposed trail is being considered, as well as the nine surrounding quadrangles and summarized the plant and animal species that have the potential to occur on or near the project site based on elevation, substrate, and habitats present in the project boundary.

Subsequently, the environmental scientist evaluated each species and determined the likelihood to occur within or in the vicinity of the proposed trail corridor based on existing knowledge of the general vicinity and species-specific habitat requirements. It should be noted that no field work was conducted prior to this analysis. This analysis was conducted at the pre-project scoping level. Table A-1 below provides a comprehensive list of species known to occur on the project quadrangles, or with potential to occur in the vicinity, and determines preliminary pre-project screening of species with moderate to high likelihood to occur on or near the project corridor.

**Table A-1: Special-Status Species with Potential to Occur in the Project Boundary**

Scientific Name	Common Name	Listing Status	Community Type	Likelihood to Occur
<i>Abronia umbellata</i> var. <i>breviflora</i>	pink sand- verbena	List 1B.1	Coastal dunes	Low. No suitable habitat present.
<i>Agrostis blasdalei</i>	Blasdale's bent grass	List 1B.2	Coastal bluff scrub, Coastal dunes, Coastal prairie	Low. No suitable habitat present.
<i>Allium peninsulare</i> var. <i>franciscanum</i>	Franciscan onion	List 1B.2	Cismontane woodland, Valley and foothill grassland/clay, volcanic, often serpentinite	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jun.
<i>Amsinckia lunaris</i>	bent-flowered fiddleneck	List 1B.2	Coastal bluff scrub, Cismontane woodland, Valley and foothill grassland	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar-Jun.
<i>Arctostaphylos bakeri</i> ssp. <i>sublaevis</i>	The Cedars manzanita	SR/List 1B.2	Closed-cone coniferous forest, Chaparral/serpentinite seeps	Low. No suitable habitat present.
<i>Arctostaphylos</i> <i>canescens</i> ssp. <i>sonomensis</i>	Sonoma canescent manzanita	List 1B.2	Chaparral, Lower montane coniferous forest/sometimes serpentinite	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Jan-Jun.
<i>Arctostaphylos</i> <i>manzanita</i> ssp. <i>elegans</i>	Konocti manzanita	List 1B.3	Chaparral, Cismontane woodland, Lower montane coniferous forest/volcanic	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar- May.
<i>Arctostaphylos</i> <i>nummularia</i> ssp. <i>mendocinoensis</i>	pygmy manzanita	List 1B.2	Closed-cone coniferous forest(acidic sandy clay)	Low. No suitable habitat present.
<i>Arctostaphylos</i> <i>stanfordiana</i> ssp. <i>decumbens</i>	Rincon Ridge manzanita	List 1B.1	Chaparral(rhyolitic), Cismontane woodland	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Feb-Apr.
<i>Arctostaphylos</i> <i>stanfordiana</i> ssp. <i>raichei</i>	Raiche's manzanita	List 1B.1	Chaparral, Lower montane coniferous forest(openings)/rocky, often serpentinite	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Feb-Apr.

Scientific Name	Common Name	Listing Status	Community Type	Likelihood to Occur
<i>Astragalus agnicidus</i>	Humboldt County milk-vetch	SE/List 1B.1	Broadleafed upland forest, North Coast coniferous forest/openings, disturbed areas, sometimes roadsides	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-Sep.
<i>Brasenia schreberi</i>	watershield	List 2B.3	Marshes and swamps/freshwater	Low. No suitable habitat present.
<i>Brodiaea leptandra</i>	narrow-anthered brodiaea	List 1B.2	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Valley and foothill grassland/volcanic	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jul.
<i>Calochortus raichei</i>	The Cedars fairy-lantern	List 1B.2	Closed-cone coniferous forest, Chaparral/serpentine	Low. No suitable habitat present.
<i>Calycadenia micrantha</i>	small-flowered calycadenia	List 1B.2	Chaparral, Meadows and seeps(volcanic), Valley and foothill grassland/Roadsides, rocky, talus, scree, sometimes serpentine, sparsely vegetated areas	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Jun-Sep.
<i>Calystegia purpurata</i> ssp. <i>saxicola</i>	coastal bluff morning-glory	List 1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub, North Coast coniferous forest	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-Sep.
<i>Campanula californica</i>	swamp harebell	List 1B.2	Bogs and fens, Closed-cone coniferous forest, Coastal prairie, Meadows and seeps, Marshes and swamps(freshwater), North Coast coniferous forest/mesic	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Jun-Oct.
<i>Carex californica</i>	California sedge	List 2B.3	Bogs and fens, Closed-cone coniferous forest, Coastal prairie, Meadows and seeps, Marshes and swamps(margins)	Low. No suitable habitat present.
<i>Carex comosa</i>	bristly sedge	List 2B.1	Coastal prairie, Marshes and swamps(lake margins), Valley and foothill grassland	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Sep.
<i>Carex livida</i>	livid sedge	List 2A	Bogs and fens	Low. No suitable habitat present.
<i>Carex lyngbyei</i>	Lyngbye's sedge	List 2B.2	Marshes and swamps(brackish or freshwater)	Low. No suitable habitat present.

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<i>Carex saliniformis</i>	deceiving sedge	List 1B.2	Coastal prairie, Coastal scrub, Meadows and seeps, Marshes and swamps(coastal salt)/mesic	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Jun.
<i>Castilleja ambigua</i> var. <i>humboldtensis</i>	Humboldt Bay owl's-clover	List 1B.2	Marshes and swamps(coastal salt)	Low. No suitable habitat present.
<i>Castilleja mendocinensis</i>	Mendocino Coast paintbrush	List 1B.2	Coastal bluff scrub, Closed-cone coniferous forest, Coastal dunes, Coastal prairie, Coastal scrub	Low. No suitable habitat present.
<i>Ceanothus confusus</i>	Rincon Ridge ceanothus	List 1B.1	Closed-cone coniferous forest, Chaparral, Cismontane woodland/volcanic or serpentinite	Low. No suitable habitat present.
<i>Coptis laciniata</i>	Oregon goldthread	List 2B.2	Meadows and seeps, North Coast coniferous forest (streambanks)/Mesic	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar-May.
<i>Cordylanthus tenuis</i> ssp. <i>capillaris</i>	Pennell's bird's-beak	FE/SR/List 1B.2	Closed-cone coniferous forest, Chaparral/serpentinite	Low. No suitable habitat present.
<i>Cornus canadensis</i>	bunchberry	List 2B.2	Bogs and fens, Meadows and seeps, North Coast coniferous forest	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jul.
<i>Cryptantha dissita</i>	serpentine cryptantha	List 1B.2	Chaparral (serpentinite)	Low. No suitable habitat present.
<i>Cuscuta pacifica</i> var. <i>papillata</i>	Mendocino dodder	List 1B.2	Coastal dunes(interdune depressions)	Low. No suitable habitat present.
<i>Didymodon norrisii</i>	Norris' beard moss	List 2B.2	Cismontane woodland, Lower montane coniferous forest/intermittently mesic, rock	High. Suitable habitat present.
<i>Entosthodon kochii</i>	Koch's cord moss	List 1B.3	Cismontane woodland(soil)	High. Suitable habitat present.
<i>Erigeron biolettii</i>	streamside daisy	List 3	Broad-leaved upland forest, Cismontane woodland, North Coast coniferous forest/rocky, mesic	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Jun-Oct.
<i>Erigeron supplex</i>	supple daisy	List 1B.2	Coastal bluff scrub, Coastal prairie	Low. No suitable habitat present.

Scientific Name	Common Name	Listing Status	Community Type	Likelihood to Occur
<i>Eriogonum cedrorum</i>	The Cedars buckwheat	List 1B.3	Closed-cone coniferous forest/serpentinite	Low. No suitable habitat present.
<i>Erysimum concinnum</i>	bluff wallflower	List 1B.2	Coastal bluff scrub, Coastal dunes, Coastal prairie	Low. No suitable habitat present.
<i>Erysimum menziesii</i>	Menzies' wallflower	FE/SE/List 1B.1	Coastal dunes	Low. No suitable habitat present.
<i>Erythronium revolutum</i>	coast fawn lily	List 2B.2	Bogs and fens, Broadleafed upland forest, North Coast coniferous forest/Mesic, streambanks	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar-Jul.
<i>Fissidens pauperculus</i>	minute pocket moss	List 1B.2	North Coast coniferous forest(damp coastal soil)	Moderate. Suitable habitat present.
<i>Fritillaria roderickii</i>	Roderick's fritillary	SE/List 1B.1	Coastal bluff scrub, Coastal prairie, Valley and foothill grassland	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar-May.
<i>Gilia capitata</i> ssp. <i>pacifica</i>	Pacific gilia	List 1B.2	Coastal bluff scrub, Chaparral(openings), Coastal prairie, Valley and foothill grassland	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-Aug.
<i>Gilia millefoliata</i>	dark-eyed gilia	List 1B.2	Coastal dunes	Low. No suitable habitat present.
<i>Glyceria grandis</i>	American manna grass	List 2B.3	Bogs and fens, Meadows and seeps, Marshes and swamps(streambanks and lake margins)	Low. No suitable habitat present.
<i>Harmonia guggolziorum</i>	Guggolz' harmonia	List 1B.1	Chaparral(open areas, serpentinite)	Low. No suitable habitat present.
<i>Hemizonia congesta</i> ssp. <i>congesta</i>	white seaside tarplant	List 1B.2	Valley and foothill grassland/sometimes roadsides	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-Nov.
<i>Hesperovax sparsiflora</i> var. <i>brevifolia</i>	short-leaved evax	List 1B.2	Coastal bluff scrub(sandy), Coastal dunes, Coastal prairie	Low. No suitable habitat present.
<i>Hesperocyparis pygmaea</i>	pygmy cypress	List 1B.2	Closed-cone coniferous forest(usually podzol-like soil)	Low. No suitable habitat present.
<i>Hesperolinon adenophyllum</i>	glandular western flax	List 1B.2	Chaparral, Cismontane woodland, Valley and foothill grassland/usually serpentinite	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Aug.
<i>Horkelia bolanderi</i>	Bolander's horkelia	List 1B.2	Chaparral, Lower montane coniferous forest, Meadows and	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Jun-Aug.

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			seeps, Valley and foothill grassland/edges, vernal mesic areas	
<i>Horkelia tenuiloba</i>	thin-lobed horkelia	List 1B.2	Broadleafed upland forest, Chaparral, Valley and foothill grassland/mesic openings, sandy	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jul.
<i>Juncus supiniformis</i>	hair-leaved rush	List 2B.2	Bogs and fens, Marshes and swamps(freshwater)/near coast	Low. No suitable habitat present.
<i>Kopsiopsis hookeri</i>	small groundcone	List 2B.3	North Coast coniferous forest	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-Aug.
<i>Lasthenia burkei</i>	Burke's goldfields	FE/SE/List 1B.1	Meadows and seeps(mesic), Vernal pools	Low. No suitable habitat present.
<i>Lasthenia californica</i> ssp. <i>bakeri</i>	Baker's goldfields	List 1B.2	Closed-cone coniferous forest(openings), Coastal scrub, Meadows and seeps, Marshes and swamps	Low. No suitable habitat present.
<i>Lasthenia californica</i> ssp. <i>macrantha</i>	perennial goldfields	List 1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub	Low. No suitable habitat present.
<i>Lasthenia conjugens</i>	Contra Costa goldfields	FE/List 1B.1	Cismontane woodland, Playas(alkaline), Valley and foothill grassland, Vernal pools/mesic	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar-Jun.
<i>Lathyrus palustris</i>	marsh pea	List 2B.2	Bogs and fens, Coastal prairie, Coastal scrub, Lower montane coniferous forest, Marshes and swamps, North Coast coniferous forest/mesic	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar-Aug.
<i>Layia septentrionalis</i>	Colusa layia	List 1B.2	Chaparral, Cismontane woodland, Valley and foothill grassland/sandy, serpentinite	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-May.
<i>Leptosiphon jepsonii</i>	Jepson's leptosiphon	List 1B.2	Chaparral, Cismontane woodland/usually volcanic	Low. No suitable habitat present.
<i>Lilium maritimum</i>	coast lily	List 1B.1	Broadleafed upland forest, Closed-cone coniferous forest, Coastal prairie, Coastal scrub, Marshes and swamps(freshwater), North Coast coniferous forest/sometimes roadside	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Aug.

Scientific Name	Common Name	Listing Status	Community Type	Likelihood to Occur
<i>Limnanthes bakeri</i>	Baker's meadowfoam	SR/List 1B.1	Meadows and seeps, Marshes and swamps(freshwater), Valley and foothill grassland(vernally mesic), Vernal pools	Low. No suitable habitat present.
<i>Lupinus sericatus</i>	Cobb Mountain lupine	List 1B.2	Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest	Low. No suitable habitat present.
<i>Malacothammus hallii</i>	Hall's bush-mallow	List 1B.2	Chaparral, Coastal scrub	Low. No suitable habitat present.
<i>Malacothammus mendocinensis</i>	Mendocino bush-mallow	List 1A	Cismontane woodland	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jun.
<i>Micropus amphibolus</i>	Mt. Diablo cottonweed	List 3.2	Broadleafed upland forest, Chaparral, Cismontane woodland, Valley and foothill grassland/rocky	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar-May.
<i>Microseris borealis</i>	northern microseris	List 2B.1	Bogs and fens, Lower montane coniferous forest, Meadows and seeps/mesic	Low. No suitable habitat present.
<i>Microseris paludosa</i>	marsh microseris	List 1B.2	Closed-cone coniferous forest, Cismontane woodland, Coastal scrub, Valley and foothill grassland	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-Jun.
<i>Navarretia leucocephala</i> ssp. <i>bakeri</i>	Baker's navarretia	List 1B.1	Cismontane woodland, Lower montane coniferous forest, Meadows and seeps, Valley and foothill grassland, Vernal pools/Mesic	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-Jul.
<i>Packera bolanderi</i> var. <i>bolanderi</i>	seacoast ragwort	List 2B.2	Coastal scrub, North Coast coniferous forest/Sometimes roadsides	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jul.
<i>Pinus contorta</i> ssp. <i>bolanderi</i>	Bolander's beach pine	List 1B.2	Closed-cone coniferous forest(podzol-like soil)	Low. No suitable habitat present.
<i>Piperia candida</i>	white-flowered rein orchid	List 1B.2	Broadleafed upland forest, Lower montane coniferous forest, North Coast coniferous forest/sometimes serpentinite	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar-Sep.

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<i>Plagiobothrys lithocaryus</i>	Mayacamas popcorn-flower	List 1A	Chaparral, Cismontane woodland, Valley and foothill grassland/mesic	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-May.
<i>Pleuropogon hooverianus</i>	North Coast semaphore grass	ST/List 1B.1	Broadleafed upland forest, Meadows and seeps, North Coast coniferous forest/open areas, mesic	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-Jun.
<i>Rhynchospora alba</i>	white beaked-rush	List 2B.2	Bogs and fens, Meadows and seeps, Marshes and swamps(freshwater)	Low. No suitable habitat present.
<i>Sanguisorba officinalis</i>	great burnet	List 2B.2	Bogs and fens, Broadleafed upland forest, Meadows and seeps, Marshes and swamps, North Coast coniferous forest, Riparian forest/often serpentinite	Low. No suitable habitat present.
<i>Sidalcea calycosa</i> ssp. <i>rhizomata</i>	Point Reyes checkerbloom	List 1B.2	Marshes and swamps(freshwater, near coast)	Low. No suitable habitat present.
<i>Sidalcea malviflora</i> ssp. <i>patula</i>	Siskiyou checkerbloom	List 1B.2	Coastal bluff scrub, Coastal prairie, North Coast coniferous forest/often roadcuts	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Aug.
<i>Sidalcea malviflora</i> ssp. <i>purpurea</i>	purple stemmed checkerbloom	List 1B.2	Broadleafed upland forest, Coastal prairie	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jun.
<i>Streptanthus glandulosus</i> ssp. <i>hoffmanii</i>	Hoffman's bristly jewel-flower	List 1B.3	Chaparral, Cismontane woodland, Valley and foothill grassland(often serpentinite)/rocky	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Mar-Jul.
<i>Streptanthus hesperidis</i>	green jewel-flower	List 1B.2	Chaparral(openings), Cismontane woodland/serpentinite, rocky	Moderate. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jul.
<i>Tracyina rostrata</i>	beaked tracyina	List 1B.2	Cismontane woodland, Valley and foothill grassland	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jun.
<i>Trifolium buckwestiorum</i>	Santa Cruz clover	List 1B.1	Broadleafed upland forest, Cismontane woodland, Coastal prairie/gravelly, margins	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from Apr-Oct.
<i>Trifolium trichocalyx</i>	Monterey clover	FE/SE/List 1B.1	Closed-cone coniferous forest(sandy, openings, burned areas)	Low. No suitable habitat present.

Scientific Name	Common Name	Listing Status	Community Type	Likelihood to Occur
<i>Viburnum ellipticum</i>	oval-leaved viburnum	List 2B.3	Chaparral, Cismontane woodland, Lower montane coniferous forest	High. Suitable habitat present. Seasonally appropriate survey recommended. Blooms from May-Jun.

**Sensitive Plant Communities according the CNDDDB:**

Sphagnum Bog
Northern Coastal Salt Marsh
Grand Fir Forest
Mendocino Pygmy Cypress Forest
Listed/Proposed Threatened and Endangered Species for Mendocino County (Candidates Included)
FWS accessed Oct 24, 2013; CNDDDB Accessed January 8, 2014

Scientific Name	Common Name	Listing Status	Likelihood to Occur
Amphibians:			
<i>Rhyacotriton variegatus</i>	southern torrent salamander	G3G4, S2S3	Moderate. Suitable Habitat Present.
<i>Ascaphus truei</i>	Pacific tailed frog	G4, S2S3	Moderate. Suitable Habitat Present.
<i>Rana aurora</i>	northern red-legged frog	SC, G4, S2	High. Suitable Habitat Present.
<i>Rana draytonii</i>	California red-legged frog	FT, G2G3, S2S3	High. Suitable Habitat Present.
<i>Rana boylei</i>	foothill yellow-legged frog	SC, G3, S2S3	High. Suitable Habitat Present.
Birds:			
<i>Oceanodroma homochroa</i>	ashy storm-petrel	G2, S2	Low. No suitable habitat present.
<i>Pandion haliaetus</i>	osprey	G5, S3	Moderate. Suitable Habitat Present.
<i>Elanus leucurus</i>	white-tailed kite	G5, S3	Moderate. Suitable Habitat Present.
<i>Haliaeetus leucocephalus</i>	bald eagle	SE, G5, S2	Moderate. Suitable Habitat Present.
<i>Accipiter striatus</i>	sharp-shinned hawk	G5,S3	Moderate. Suitable Habitat Present.
<i>Accipiter cooperii</i>	Cooper's hawk	G5, S3	Moderate. Suitable Habitat Present.
<i>Accipiter gentilis</i>	northern goshawk	G5, S3	Moderate. Suitable Habitat Present.
<i>Falco peregrinus anatum</i>	American peregrine falcon	G4T4, S2	Moderate. Suitable Habitat Present.
<i>Charadrius alexandrinus nivosus</i>	western snowy plover	FT, G3T3, S2	Low. No suitable habitat present.
<i>Cerorhinca monocerata</i>	rhinoceros auklet	G5, S3G5, S2	Low. No suitable habitat present.

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Scientific Name	Common Name	Listing Status	Likelihood to Occur
<i>Fratercula cirrhata</i>	tufted puffin	G5, S2	Low. No suitable habitat present.
<i>Progne subis</i>	purple martin	G5, S3	Moderate. Suitable Habitat Present.
<i>Dendroica petechia brewsteri</i>	yellow warbler	G5T3, S2	Moderate. Suitable Habitat Present.
<i>Icteria virens</i>	yellow-breasted chat	G5, S3	Moderate. Suitable Habitat Present.
<i>Artemisiospiza belli belli</i>	Bell's sage sparrow	G5T2T4, S2	Low. No suitable habitat present.
<i>Ammodramus savannarum</i>	grasshopper sparrow	G5, S2	Moderate. Suitable Habitat Present.
<i>Agelaius tricolor</i>	tricolored blackbird	G2G3, S2	Moderate. Suitable Habitat Present.
<i>Brachyramphus marmoratus</i>	marbled murrelet	FT	High. Suitable Habitat Present
<i>Coccyzus americanus</i>	Western yellow-billed cuckoo	FC	Low. No suitable habitat present.
<i>Phoebastria albatrus</i>	short-tailed albatross	FE	Low. No suitable habitat present.
<i>Strix occidentalis caurina</i>	northern spotted owl	FT	High. Suitable Habitat Present. Seasonally Appropriate Survey Recommended.
Fish:			
<i>Oncorhynchus gorbuscha</i>	pink salmon	G5, S1	Low. No suitable habitat present
<i>Oncorhynchus kisutch</i>	coho salmon - southern Oregon / northern California	FT, ST, G4T2Q, S2	High. Suitable Habitat Present.
<i>Oncorhynchus mykiss irideus</i>	steelhead - northern California	FT, G5T2Q, S2	High. Suitable Habitat Present.
<i>Oncorhynchus mykiss irideus</i>	summer-run steelhead trout	G5T4Q, S2	High. Suitable Habitat Present.
<i>Lavinia symmetricus navarroensis</i>	Navarro roach	G4T1T2, S1S2	Low. No suitable habitat present
<i>Lavinia symmetricus parvipinnis</i>	Gualala roach	G4T1T2, S1S2	Low. No suitable habitat present
<i>Acipenser medirostris</i>	green sturgeon	FT	Low. No suitable habitat present.
<i>Eucyclogobius newberryi</i>	tidewater goby	G3, S2S3	Low. No suitable habitat present.
Mammals:			
<i>Myotis evotis</i>	long-eared myotis	G5, S4	Low. No suitable habitat present.
<i>Lasiurus cinereus</i>	hoary bat	G5, S4	Moderate. Suitable Habitat Present.
<i>Lasiurus blossevillii</i>	western red bat	G5, S3	Moderate. Suitable Habitat Present.
<i>Corynorhinus</i>	Townsend's big-eared bat	SC, G3G4, S2S3	Low. No suitable habitat present.

Scientific Name	Common Name	Listing Status	Likelihood to Occur
<i>townsendii</i>			
<i>Antrozous pallidus</i>	pallid bat	G5, S3	Low. No suitable habitat present.
<i>Aplodontia rufa nigra</i>	Point Arena mountain beaver	FE, G5T1, S1	Moderate. Suitable Habitat Present.
<i>Arborimus pomo</i>	Sonoma tree vole	G3, S3	Moderate. Suitable Habitat Present.
<i>Martes americana humboldtensis</i>	Humboldt marten	G5T2T3, S2S3	Moderate. Suitable Habitat Present.
<i>Martes pennanti</i>	fisher - West Coast DPS	FC, SC, G5T2T3Q, S2S3	Moderate. Suitable Habitat Present.
<i>Gulo gulo</i>	California wolverine	FP, ST, G4, S1	Low. No suitable habitat present.
<i>Taxidea taxus</i>	American badger	G5, S4	Low. No suitable habitat present.
<i>Balaenoptera borealis</i>	sei whale	FE	Low. No suitable habitat present.
<i>Balaenoptera musculus</i>	blue whale	FE	Low. No suitable habitat present.
<i>Balaenoptera physalus</i>	fin whale	FE	Low. No suitable habitat present.
<i>Eumetopias jubatus</i>	Steller (=northern) sea-lion	FT	Low. No suitable habitat present.
<i>Megaptera novaengliae</i>	humpback whale	E	Low. No suitable habitat present.
<i>Orcinus orca</i>	killer whale, S. resident	E	Low. No suitable habitat present.
<i>Physeter macrocephalus</i>	sperm whale	E	Low. No suitable habitat present.
Reptile:			
<i>Emys marmorata</i>	western pond turtle	G3G4, S3	Moderate. Suitable Habitat Present.
<i>Caretta caretta</i>	loggerhead turtle	FT	Low. No suitable habitat present.
<i>Chelonia mydas (incl. agassizi)</i>	green turtle	FT	Low. No suitable habitat present.
<i>Dermochelys coriacea</i>	leatherback turtle	FE	Low. No suitable habitat present.
<i>Lepidochelys olivacea</i>	olive (=Pacific) ridley sea turtle	FT	Low. No suitable habitat present.
Invertebrates:			
<i>Coelus globosus</i>	globose dune beetle	G1, S1	Low. No suitable habitat present.
<i>Hydroporus leechi</i>	Leech's skyline diving beetle	G1, S1	Low. No suitable habitat present.
<i>Plebejus idas lotis</i>	lotis blue butterfly	FE, G5TH, SH	Low. No suitable habitat present.
<i>Speyeria zerene behrensii</i>	Behren's silverspot butterfly	FE, G5T1, S1	Low. No suitable habitat present.
<i>Danaus plexippus</i>	monarch butterfly	G5, S3	Low. No suitable habitat present.
<i>Calileptoneta wapiti</i>	Mendocino leptonetid spider	G1, S1	High. Suitable Habitat Present.
<i>Anodonta</i>	California floater	G3Q, S2	Low. No suitable habitat present.

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Scientific Name	Common Name	Listing Status	Likelihood to Occur
<i>californiensis</i>			
<i>Margaritifera falcata</i>	western pearlshell	G4G5, S2S3	Low. No suitable habitat present.
<i>Haliotis cracherodii</i>	black abalone	FE	Low. No suitable habitat present.
<i>Helminthoglypta arrosa pomoensis</i>	Pomo bronze shoulderband	G2G3T1, S1	High. Suitable Habitat Present.
<i>Noyo intersessa</i>	Ten Mile shoulderband	G2, S2	High. Suitable Habitat Present.

Key:
Low Potential: Habitat on and adjacent to the site is clearly unsuitable for the species requirements
Moderate Potential: Some of the habitat components meeting the species requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of poor quality. The species is not likely to be found on the site.
High Potential: All of the habitat components meeting the species requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high potential of being found on the site.
FEDERAL--U.S. Fish and Wildlife Service (USFWS)
FE - Federal Endangered
FT - Federal Threatened
FC - Federal Candidate for listing
FSC - United States Fish and Wildlife Service Federal Species of Special Concern
(PE) Proposed Endangered: Proposed in the Federal Register as being in danger of extinction
(PT) Proposed Threatened: Proposed as likely to become endangered within the foreseeable future
(E) Endangered: Listed in the Federal Register as being in danger of extinction
(T) Threatened: Listed as likely to become endangered within the foreseeable future
(C) Candidate: Candidate which may become a proposed species Habitat Y = Designated, P = Proposed, N = None Designated
STATE - California Department of Fish and Wildlife
SE - State Endangered
ST - State Threatened
SC - State Candidate (Threatened or Endangered)
California Native Plant Society Rare Plant Rank (CRPR):
IA- Presumed Extirpated in California and either Rare or extinct elsewhere
IB - Rare, Threatened, or Endangered in California and elsewhere

2 - Rare, Threatened or Endangered in California, but more common elsewhere
2A- Plants Presumed Extirpated in California, but more common elsewhere
2B- Plants Rare, Threatened, or Endangered in California, but more common elsewhere
3 - Review List ( more information needed)
4 - Watch List (limited distribution in California)
Threat Ranks:
_0.1 Seriously threatened in California
_0.2 Moderately threatened in California
_0.3 Not very threatened in California
Global Rank/Definition
G1/ Critically Imperiled — At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.
G2/ Imperiled — At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.
G3/ Vulnerable — At moderate risk of extinction or elimination due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.
G4/ Apparently Secure — Uncommon but not rare; some cause for long-term concern due to declines or other factors.
G5/ Secure – Common; widespread and abundant
State Rank/Description
S1/ Critically Imperiled — Critically imperiled in the state because of extreme rarity (often 5 or fewer occurrences) or because of some factor(s) such as very steep declines making it especially vulnerable to extirpation from the state.
S2/ Imperiled — Imperiled in the state because of rarity due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors making it very vulnerable to extirpation from the nation or state.
S3/ Vulnerable — Vulnerable in the state due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation.
S4/ Apparently Secure — Uncommon but not rare; some cause for long-term concern due to declines or other factors.
S5/ Secure — Common, widespread, and abundant in the state.

## A.2 Potential Permitting Requirements

The sections below consider the potential permit/documents required for the project, discuss the nature of each permit, and identify the threshold triggers for each permit:

### A.2.1 Environmental Permits and Processes

CEQA: Review under the California Environmental Quality Act (CEQA) is required whenever a state or local government entity initiates a project, funds a project, or issues a permit decision. The CEQA document is prepared or overseen by a designated lead agency. An Initial Study determines the

appropriate level of environmental review; for a project such as this one spanning the length of a county, there is a possibility that an Environmental Impact Report (EIR) would be required. However if identified potential impacts can be adequately mitigated, a Mitigated Negative Declaration (MND) may be adequate. The segments of the currently proposed project would require some level of CEQA documentation. It is uncertain at this time who would be the CEQA Lead Agency for most of the trail segments, which could include Cities, County, and/or other non-federal agencies with permitting authority over segments of the trail. See below for a discussion of a Programmatic EIR.

**NEPA:** Compliance with the National Environmental Policy Act (NEPA) is required when there is federal involvement in the project. If the trail crosses federal lands such as BLM, or tribal lands, then a NEPA process would be required. Federal involvement may also include funding, approval, or issuance of permit(s). If the project does not qualify for a Categorical Exclusion (CE) or Programmatic Categorical Exclusion (PCE), additional environmental documentation under NEPA may be necessary prior to project approval of funding by a federal agency. In summary, NEPA would be required for any project that receives federal funding or that passes through federal lands.

**Cultural Resources:** Preparation of CEQA/NEPA documents would likely trigger a need for cultural resources studies in at least some portions of the trail corridor. Reconnaissance level studies and inclusion of reasonable mitigation measures would likely be suitable for most areas, unless those studies identify concentrations of cultural resources.

**Biological Study:** CEQA, NEPA, the Federal Endangered Species Act (ESA) and State Endangered Species Act (CESA), and other permits will require, at a minimum, a preliminary reconnaissance-level biological study to determine the presence/absence of suitable habitat for special-status plant and animal species. This study is not necessarily intended to locate or map specific species or individuals, but to determine whether suitable habitat is present in the project area for such species. If suitable habitat is deemed to be present, then further studies (see below), i.e., species and/or resource specific analysis, would be necessary.

**Federal Endangered Species Act Compliance (Protocol Level Surveys and Biological Assessments):** Based on available knowledge at this time, the project is not expected to result in adverse impacts to threatened or endangered species and GHD does not anticipate the need for formal Section 7 Endangered Species Act ESA consultation. However, when a USACE permit is required for impacts to jurisdictional wetlands or other waters and the project has the potential to cause adverse impacts to federally-listed threatened or endangered species, the USACE must initiate consultation with U.S. Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS) pursuant to Section 7 of the ESA. Although unlikely for the proposed project, informal or formal consultation, including preparation of a Biological Assessment, could be required.

Federal endangered species with the potential to occur within the project footprint include salmonids (steelhead trout as well as coho and chinook salmon) in the Navarro River, and tributaries of the Navarro River; California red-legged frogs in or near wetlands and riparian area in the southern part of the corridor; and northern spotted owls, marbled murrelets, and Pacific fisher in more remote and heavily wooded portions of the corridor. There is a documented 2008 Pacific fisher record four miles NNE of Willits, east of the proposed trail, and older records near Laytonville; the Pacific fisher is a federal

candidate species with a large home range. If federally listed species are present near the project area, this could in some cases trigger protocol surveys and seasonal or buffer area restrictions.

If northern spotted owl nesting territories occur near the trail corridor, a variety of requirements ranging from pre-construction protocol surveys to seasonal noise and visual buffers during construction would be triggered, depending on distance to the nest.

**California Endangered Species Act (Protocol Level Surveys and Biological Assessments):** The California Endangered Species Act requires consultation with the California Department of Fish and Wildlife (CDFW) when preparing CEQA documents to ensure that the lead agency actions do not jeopardize the existence of listed species. A number of state sensitive species could potentially occur close to the trail corridor. The project is not expected to present a risk to state threatened and endangered species; thus, GHD does not anticipate the need for preparation of a State 2081 (incidental take) application or accompanying Biological Assessment or other CDFW involvement beyond review of the CEQA document and development of reasonable avoidance measures such as seasonal work windows around native migratory bird nests during the nesting season and buffer zones around special-status plant and/or animal species. Additionally, a detailed review is recommended especially where wetland impacts may occur or where the trail or associated access departs from the existing right-of-way and crosses previously undisturbed ground.

For example, the Little Lake Valley, an area north of Willits and within regional proximity to the proposed project boundary, supports a number of state level special-status species, possibly the state threatened north coast semaphore grass and notable natural communities including vernal pools and valley oak woodland. The concentration of reported records here may reflect intensive studies that were conducted prior to project implementation. The presence of habitat for special-status species does not indicate presence of such species in other areas, but simply indicates that other nearby areas have been less intensively studied. Therefore, seasonally appropriate pre-construction surveys for state listed plants will confirm presence and/or absence.

There are numerous records throughout the county of state special concern western pond turtles; in the extensive reaches where the trail parallels rivers, the upland areas could be used for nesting by this species and avoidance measures may be required.

A number of plant species identified as rare by the California Native Plant Society (CNPS) are known to occur in the general project vicinity and CEQA requires that these species be considered in the planning process. A reconnaissance level study is recommended during appropriate seasons after consultation with CDFW. If sensitive-listed plant species are located, more detailed local studies or mitigation measures may be required.

**Other Special Studies in Support of CEQA/NEPA:** CEQA and NEPA require special studies for key resources that may be impacted by the project. For instance, the reconnaissance biological studies described are considered special studies. Other special studies that could be required include aesthetic/visual studies, air quality analysis, geologic studies, hazardous materials studies, noise studies, and traffic studies. At this time it is unknown if any of these studies would be required.

**Wetlands Reconnaissance Study:** CEQA, NEPA, the Endangered Species Act, and other permits will require a preliminary wetland study to determine the presence/absence of wetlands and waters of the

U.S. These surveys are not necessarily intended to locate or map specific wetlands or waters, but to determine whether wetlands are present in the project area. If wetlands appear to be present, then a wetland delineation would be required.

**U.S. Army Corps of Engineers (USACE) Section 404 Permit:** The USACE regulates discharges of dredged or fill material into Waters of the United States under Section 404 of the Clean Water Act (CWA). The project may result in unavoidable fill of some small wetlands during grading or repairs to the trail bed. There are also a number of stream crossings along the route, although most of these can be easily bridged without impacts to wetlands or waters of the U.S. If fill is unavoidable, the project will require a USACE Section 404 Permit. The project may qualify for a streamlined USACE Nationwide 14 Permit for Linear Transportation Projects, including trails. Prior to authorizing wetland fill under Section 404, a wetland delineation must be submitted and verified by the USACE through a jurisdictional determination (JD). Impacts that cause a loss of jurisdictional wetland will require an approved wetland mitigation plan.

A wetland reconnaissance is recommended during the planning phase of project segments to identify potential wetlands and/or Waters of the U.S. Where the wetland reconnaissance identifies the potential for wetlands to occur within the project alignment, it is recommended that a delineation and JD be conducted. Wherever ground disturbing work would occur below the ordinary high water mark (OHWM) of a stream crossing, a wetland delineation/OHWM mapping and 404 permit would be required.

**Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification and NPDES Requirements:** Pursuant to Section 401 of the federal CWA, projects that require a USACE permit for discharge of dredge or fill material must obtain water quality certification to confirm compliance with state water quality requirements. If the project results in unavoidable fill of wetlands or Waters of the U.S., Section 401 Certification from the RWQCB will be required.

The CWA requires that discharge of pollutants to waters of the United States from any point source is unlawful unless the discharge complies with a National Pollutant Discharge Elimination System (NPDES) permit. These regulations require that discharges of stormwater from construction projects that cause one or more acres of soil disturbance must be in compliance with an NPDES permit. If the project disturbs more than one acre of soil, it must comply with the Construction General stormwater permit issued by the State Water Resource Control Board. The Construction General permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

**California Department of Fish & Wildlife (CDFW) Section 1602:** Under Fish and Game Code Section 1602 (Streambed Alteration) the CDFW has jurisdiction over proposed activities that may substantially modify a river, stream, or lake. The project could parallel and/or cross a number of streams. Because CDFW jurisdiction extends to at least the top of bank and could include adjacent riparian zones, a Streambed Alteration Agreement including special conditions to avoid or minimize impacts is possible for at least some of the propose trail segments.

**California Department of Transportation (Caltrans):** Encroachment Permits and/or other agreements may be required for use of or alterations to any area within a Caltrans right-of-way. No modifications

within the right-of-way are currently proposed, but future safety and access improvements within Caltrans right-of-way are possible.

**California State Lands Commission:** The State Lands Commission (SLC) has jurisdiction over sovereign public lands, including: the beds of California’s naturally navigable rivers, lakes and streams, as well as the state’s tide and submerged lands along the state’s more than 1,100 miles of coastline, extending from the shoreline out to three miles offshore. The location and extent of sovereign lands are generally defined by reference to the ordinary high and low water marks of tidal and navigable waterways. Because the boundaries of these lands are often legally based upon the last natural extent and location of the subject water body, they are not necessarily apparent from a present day site inspection, and substantial research is needed to define the extent of the State’s ownership interests. Because the project parallels parts of the Navarro River and its tributaries, and northern tributary creeks of the Russian River, further inquiry regarding the extent of SLC’s jurisdiction should be conducted.

**Summary:** Because of the length of the proposed trail project and the diversity of landscapes through which it passes, a variety of permits and related environmental review would be necessary. In general, agencies are supportive of trail projects especially when they are included in the early planning process. For segments that consist of improvements on the highway or road shoulder, because the trail would follow an existing disturbed area, environmental impacts are most likely where access points, parking areas, or short departures from the existing disturbance areas are required. Where the trail departs from the road shoulder, such as for the conceptual Navarro River Trail in Segment 1, a more significant study and permitting process can be anticipated. Any work within stream crossings would also trigger various permit requirements, although it is impossible to specifically identify these until the design stage. The GIS analysis conducted for the Study is intended to identify potential requirements at a project-wide scale, and at a more local scale where more detailed information is already available. Reconnaissance level efforts identified above would provide additional detail and refine knowledge of permit and environmental review requirements.

Regards

**Lia Webb**

Environmental Scientists

**Cara Scott**

Environmental Scientists

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## **B Public Engagement Notes**

This appendix includes notes from the following engagement activities:

- TAG Meeting #1 Notes
- October Engagement Events: Focus Group Meetings (Yorkville, Boonville, Philo, and Navarro), Boonville Walking Tour, Anderson Valley Bus Tour
- TAG Meeting #2 Notes
- Workshop #1 Notes
- TAG Meeting #3 Notes
- Boonville Business Owners Meeting
- Workshop #2 Notes
- TAG Meeting #4 Notes



**Minutes**

<b>PROJECT</b>	State Route 128 Corridor Valley Trail Feasibility Study in Mendocino County	<b>ORGANIZER</b>	Janet Orth/Nora Daley-Peng
<b>SUBJECT</b>	TAG Meeting#1 Minutes	<b>DATE</b>	September 19, 2013
<b>VENUE</b>	Anderson Valley Fire Department	<b>TIME</b>	10:00am -12:00pm

**Attendees**

Nora Daley-Peng, Brian Burchfield (ALTA); Janet Orth (MCOG); Alison Pernell (LGC); Dave Carstensen (Caltrans); TAG Members: Kathy Bailey(Hendy Woods Community), Linda MacElwee (AV Chamber of Commerce), Andrea Mapes (CA State Parks), Kathleen McKenna (AVCSD/Valley Trail, Melissa Meader (Valley Trail/Cycked), Patti Black (Mendocino County DOT), Deborah Cahn (Navarro Vineyards), Shelly Englert (AV Land Trust), Barbara Goodell (representing herself)

Item / Discussion	Action
<p><b>Welcome</b></p> <ul style="list-style-type: none"> <li>Janet – welcomed everyone and described Caltrans Community Based Transportation Planning grant and similar projects MCOG has completed to date. She described how plans have led to built improvements, then introduced Caltrans District I and consultant team members.</li> </ul> <p><b>Introductions – “Describe your vision of an ideal trail”</b></p> <ul style="list-style-type: none"> <li>Dave – would like to see good accessibility to public transit stops, favors multimodal transportation.</li> <li>Barbara – would like to walk or bike to ocean, provide access to Navarro River, Hispanic Community will use ped/bike transportation. Be sure to include the Hispanic Community in public engagement process.</li> <li>Kathy – safety, sharing road with trucks, trails separate from highway, design trails for multiple abilities, with multiple access points, and for physical fitness.</li> <li>Alison – provide robust community outreach process, ideas “trickle up” from the community. Trails provide economic benefit and sustainability component.</li> <li>Linda – Existing open space have limited public access now. Would like to direct people to recreation opportunities. Provide additional access to Navarro River. Provide ped/bike/horse trails to ocean and along the river.</li> <li>Andrea – Multiple access points, accessible, safe, and visible. Create publicity plan for walking, hiking, cycling in the area.</li> </ul>	

<ul style="list-style-type: none"> <li>• Kathleen – bike path from Boonville to elementary school</li> <li>• Melissa – trail as natural as possible, near river, maybe with separation from highway</li> <li>• Patti – volunteers with Ukiah Valley Trails Group (UVTG). ideal trail used by as many kinds of people as possible, likes separation from traffic, increased safety, likes Class 1 trails in other places like Redding, promote for tourism, access to camping, create loop trail</li> <li>• Deborah – Owner of local vineyard for 40 years, involved with Hendy Woods, economic interest in trail, affordability for users, need safe bicycling facilities in Boonville and off-highway trails on the other end of the highway</li> <li>• Shelly – lives in Yorkville, would like to ride from Yorkville to coast. Provide trail along river in Booneville. Interested in safe riding through valley.</li> <li>• Janet – trails in many places are thriving economically. Trails help make places attractive destinations.</li> </ul>	
<p><b>Project Overview</b></p> <ul style="list-style-type: none"> <li>• Nora introduced the project, described approach and the agenda for today. Nora gave a PowerPoint presentation of the project overview, existing conditions, study process and relevant built examples with various shoulder conditions. Nora referenced Pacific Coast Bike Route/California Coastal Trail Feasibility Study as a similar approach for GIS data compilation and analysis. Nora defined this project as a “high-level” planning study of existing opportunities and constraints within and adjacent to the SR 128 Right of Way (ROW). The process includes the identification, analysis, and design of candidate projects within the study corridor in concert with stakeholder and public engagement. The final product will be a report that includes concept designs and preliminary cost estimates for the candidate projects.</li> </ul> <p><b>Discussion of Opportunities and Constraints</b></p> <ul style="list-style-type: none"> <li>• Melissa – Identify wineries, where densities are and areas of economic activity. Janice Macdonald (A.V. Wines) can assist with vineyard communication.</li> <li>• Suggestion to involve wineries that will dedicate ROW and bring in Chuck McMinn from Vine Trail Association</li> <li>• Kathy –What is status of the undergrounding utilities projects? If any are moving forward, we need to know before building a trail. We don’t want delays or damage afterward</li> <li>• Patti – MCDOT was involved in undergrounding utilities planning and will check on the status.</li> <li>• Anderson Valley Way (Old Highway is now a County road). Though it’s narrow, it should be assessed for ped/bike network improvements.</li> </ul>	<p>Nora to identify relevant case studies.</p> <p>Patti can check on status of undergrounding utilities</p>

<ul style="list-style-type: none"> <li>• Kathy – Be aware of seasonal flooding on the west end of corridor. What are the flooding impacts to a trail?</li> <li>• Nora – We can look at trail surface and drainage options to address flooding issues.</li> <li>• Melissa – Opportunity for trails along old logging roads in Segment #1</li> <li>• Deborah – Security issues with public access near wineries, exposes vulnerabilities of property owners</li> <li>• Alison – We need to be sensitive about how we approach the subject of public access adjacent to private land. There may be opportunities with larger landowners’ parcels while respecting private property rights</li> <li>• Alison - Stamped concrete shoulders are less expensive than curb and gutter yet are still safe.</li> <li>• Deborah – Desires traffic calming – impacts of straightening curved roadways – encourages speeding</li> <li>• Navarro Vineyards in Segment #2 has physical and visibility constraints</li> <li>• Discussion about Caltrans ROW and potential property easements. The project main focus is studying ped/bike/equestrian facilities within the SR 128 ROW. We can take a high-level look at improvements within adjacent existing or proposed easements as well as improved connections to alternate routes and trails within the vicinity of SR 128.</li> <li>• Linda – Potential for off-highway creek trails around Boonville.</li> <li>• Robinson Creek Trail – Fairgrounds to High School</li> <li>• High School connection</li> <li>• Barbara – Rails to trails opportunity on Mendocino Redwood Company (MRC) land? Old Rail bed near SR128 from Philo to Albion on MRC land.</li> <li>• MRC may allow access to logging roads</li> <li>• Discussion of plans identifying these trail opportunities in 2006 Mendocino County regional bikeway plan. The 2012 plan is available at mendocinocog.org under Reports &amp; Projects.</li> <li>• Geographic boundaries blur together and are different from post office boxes e.g. How do you define Philo vs. Navarro? Where does Yorkville start?</li> </ul>	
<p><b>Role of TAG</b></p> <p><b>Project Schedule</b></p> <ul style="list-style-type: none"> <li>• Nora reviewed project schedule, noted that this is a fast paced project</li> </ul> <p><b>TAG Meeting Schedule</b></p>	<p>TAG meetings scheduled for December 12, February 13, April 10.</p>

<ul style="list-style-type: none"> <li>Agreement was made to hold TAG meetings on the second Thursday of month 10:00am-12:00 pm</li> </ul> <p><b>TAG Milestone Reviews</b></p> <ul style="list-style-type: none"> <li>TAG members were asked to preview materials for public workshop series. TAG will be available for field inventory</li> </ul>	<p><b>Janet</b> to reserve TAG Meeting venue. Suggested locations include: Family Resource Center, New School, Fairgrounds</p>
<p><b>Outreach Process</b> <b>Who, What, Where, When, How</b></p> <ul style="list-style-type: none"> <li>Alison introduced herself and work of nonprofit Local Government Commission (LGC). Presented how this public engagement process will work, role of consultant. Described four-pronged approach to outreach &amp; engagement of stakeholders in focus groups. Reviewed handout of two schedule options for feedback from TAG on which would work best. Described planned bus tours, community design charrette-style workshop.</li> <li>Consensus for schedule “A”. Much more connected and productive.</li> <li>Melissa – prefers community based over interest-group based option. More opportunity for cross pollination.</li> <li>Patti – same, this could focus more on tailoring segments within communities.</li> </ul> <p><b>Organizations and People to Involve</b></p> <ul style="list-style-type: none"> <li>Alison – ideal size for focus group is 12 people. Thus, focus group will not be open to all. Folks outside of focus groups will be invited to public meetings.</li> <li>Discussion of how projects can be funded. Janet, Alison, and Dave described some successful projects and some funding sources used – county, state and federal sources. TAG members shared success stories about funding from private corporations including Cliff Bar.</li> <li>Alison asked about interest in a “walking audit.”</li> <li>Kathy – look for ways to balance people’s perspectives for addressing various segments.</li> <li>Alison – for design specific issues, wants focus group members to join community events, i.e. bus tour, workshop.</li> <li>Reach out to PTA’s and all schools</li> <li>Hispanic Community</li> </ul> <p><b>Promotion Advertising</b></p> <ul style="list-style-type: none"> <li>Postcard mailers, KZYX underwriting, AV Facebook group, AVA newspaper,</li> </ul>	<p>Email Alison with outreach suggestions</p> <p>TAG will help identify additional stakeholders to invite to Fall/ Spring workshops.</p> <p><b>Alison</b> will draft initial list of focus group members to vet with TAG.</p> <p><b>Barbara</b> to provide Unity Club’s list</p>

<p>Ukiah Daily Journal, KOCT Radio, UVTG, Unity Club email list, Chamber of Commerce email list, Grange Newsletter</p> <p><b>Outreach Brainstorm</b></p> <ul style="list-style-type: none"> <li>Alison asked for venue suggestions: Anderson Valley Grange in Philo. Food – enchiladas! No pot luck. Fresh green salad. Boont Berry Farm products are good.</li> <li>Outreach brainstorm – AV Facebook group, AVA newspaper, UVTG, Unity Club, Independent Career Women Group, Fort Bragg Bike Group, School District, Local Land Trust, Hispanic Community, Catholic Church, Farmers Market, other trails and cycling clubs, etc.</li> <li>Other thoughts regarding public outreach? Alison suggested music and fun</li> </ul>	
<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>Include more images of relevant examples in workshop presentation to help stimulate imagination.</li> </ul>	<p>Team will email TAG with meeting minutes</p> <p>Email reminder for next TAG meeting 10 days ahead. Build agenda together</p> <p>Prepare draft workshop materials</p> <p>Look for Humboldt trail examples and other rural towns</p>



3. Where would you like to walk/bike to?
  - a. Bike to Boonville, along the river
  - b. Dry Creek Road. To the General Store in Dry Creek.
  - c. Wineries
  - d. Hook up with Bed and Breakfasts
  - e. The preserve at Sonoma State University. Would need to be considerate of access; the public would be invited to the preserve when an event is going on, but otherwise they may not be able to access the preserve.
  - f. Matt Meyer has a map on the wall of his winery showing the Yorkville B&Bs.
  - g. Also think about shorter stretches.
  - h. People can camp in Hendy Woods (bike in sites). The Boyscout camp is closed. There used to be a ranch with a soccer camp; now it gets rented out for events.
  - i. Connect to places where Yorkville events are held (e.g., the Wine Fest and Ice Cream Fest). The Yorkville Community Benefit Association puts on 5 to 6 events. Meyer Family Cellars and Yorkville Cellars put on events.
  - j. Plan for today and for 15 years from now. Provide adequate capacity for bikes and cars.
4. Are there specific locations that are more dangerous?
  - a. Consider the interaction of bike and passing lanes
  - b. Post miles 47.19 and 48.16
  - c. Hail Grade (around post miles 46 to 48). There is no shoulder. The road is between the creek and a rock wall; steep side slope. Also many curves.
  - d. From the County line to Mountain House Road there are blind curves.
5. Other considerations/general discussion
  - a. Would allowing the trail over private property expose the property owner to liability?
  - b. What options are there for negotiating with private property owners?
  - c. If you augment capacity in the safer/flatter portions of the valley, but not in other areas (the eastern and western portions), there is the potential to create problems because demand will increase at the ends, too, and adequate facilities may not be in place.
  - d. Consider that large bicycling events may start up on SR 128; people drop trash
  - e. Safety is limited if the project can only use Caltrans right-of-way
  - f. It is critically important that this be done right
  - g. Some property owners are willing to discuss granting an easement on their property for the trail
    - i. 47.19 to 46.2
    - ii. Buckleys (44.75)
    - iii. Pete O'Pat
    - iv. Chris Spillblow (east of 44)
  - h. Consider that even straight road segments aren't safe; people drive fast. Between Elkhorn and the Fire Station, there have been 3 or 4 fatalities. There's a problem with cars passing here.
  - i. Who would negotiate with private property owners?
  - j. Caltrans recently widened the road; there are now gullies that cause problems (catch tires); no shoulders
  - k. Would the Anderson Valley Land Trust get involved?
  - l. Would the project include a barrier between the path and road?

- m. Consider roadway crossings. Is there an opportunity for grade-separated crossings (e.g., bridges over SR 128)?
- n. SC Wildlands did a Regional Habitat Corridor Analysis a couple of months ago. This is a significant regional habitat corridor. Consider impacts on animal migration.
- o. There is a DFG Peregrine Preserve between Elkhorn and Hibbard on the south side of SR 128.

## Boonville Focus Group Meeting

November 12, 2013

1. What three things should the bicycle/pedestrian trail be or accomplish? (In 25 words or less.)
  - a. The Valley Trail Coalitions purpose is to build the trail. The route to the elementary school from Downtown Boonville could use an upgrade.
  - b. Anderson Valley Food Group, former Psyched member: I want to walk/bike from Cloverdale to Boonville and bike from Boonville to the beach.
  - c. Navarro River Restoration Center: Walk /bike from Boonville to the coast along the creeks/streams.
  - d. Mendocino County DOT: Connectivity. Have circular route people can take, including a map.
  - e. County Fairgrounds: Here to listen and learn about where people want to trail to go through.
  - f. Indian Trail (Warm Springs Stand to here) would be wonderful. Connectivity. Mendocino County supports trails. Would like the trail away from the road as much as possible to improve safety. Want to trail to be comfortable to users. Potential to go along railroad route? Along the edge of the river would be wonderful.
  - g. Caltrans: Accommodate vehicular and non-motorized travel. This Study is to look at improvement within State ROW, but this doesn't preclude looking at alternative alignments.
  - h. More trees in the Downtown area, preferably native. I'd like to see designs that promote community activity in the Downtown area; a place to gather.
  - i. A creek trail from the Fairgrounds to the Elementary School would be great.
2. Where do people walk/bike now?
  - a. There are nice, wide shoulders on SR 128 if you go toward Philo from Boonville to just before the grade.
  - b. Avery Road
  - c. SR 128 from Boonville to the fire station
  - d. Not the hill up to Philo (don't want to go there)
  - e. There is a walking school bus that walks from Avery Road to the elementary school
  - f. There is a walking path to the riparian area (on the High School property)
3. Other comments
  - a. Anderson Valley Road is an old state highway, should have a 40 ft ROW
  - b. What are the standards for allowing emergency pull offs to use the bike lane?
  - c. Consider transition zones into town, ways to slow cars
  - d. Property owners are concerned about loss of onstreet parking. People will drive in circles to get a spot close to their destination.

## B | Public Engagement Notes

- e. During events at the Fairgrounds (Beer Fest, Sierra Nevada), people park along SR 128 and would impact any bike lanes.
- 4. Fairgrounds discussion
  - a. Concerned about liability and security. Fencing (6 ft high with circular wires on top) would be needed to keep trial users out during paid events and events only open to people 21 and over. The Fairgrounds needs to be able to control access. Patrons need to be able to travel between the camping and event areas within the fairgrounds. If the trail goes through the fairgrounds, this would mean closing the trail down at times.
    - i. Events:
      - 1. Beer Fest – 1 day
      - 2. Sierra Nevada – 3 or 4 days
      - 3. Fair – Thursday through Sunday throughout the fair
      - 4. Quinceañera and a couple other events
    - b. Could skirt the trail along the property boundary, would consider moving existing fence to make room for trail.
    - c. The Fairgrounds Board meets on the 2<sup>nd</sup> Monday each month. Would like 10 day advance notice if want to get on agenda to talk with Board about potential trail alignments within property.
- 5. Are there areas where we should think about taking the trail off SR 128?
  - a. Airport Road to Ornbaun (ROW may have been vacated) to Avey Way, this includes a wet creek crossing
- 6. Are there things we should be thinking about in Boonville or beyond?
  - a. The Indian Creek bridge between Boonville and Philo is a bottleneck (narrow)
  - b. The cut just before Philo is narrow; steep drop off
  - c. Look into possible connections to Hendy Woods trails
  - d. People park in the fairgrounds parking lot

## Boonville Walking Tour

November 12, 2013

- 1. Discussion
  - a. Bicyclists will bike wrong way on the south side of SR 128 to avoid potential conflicts with cars parked diagonally on north side of highway
  - b. A facility separate from cars would be great
  - c. Crosswalks
    - i. Put in about 8 yrs ago
    - ii. Yield bollard at center of crosswalks is often hit by vehicles
  - d. Lots of kids live by the High School at the north end of Boonville on the right
  - e. Post Office is hub of activity. Many people park or double park directly in front

## Philo Focus Group Meeting

November 13, 2013

1. What three things should the bicycle/pedestrian trail be or accomplish? (In 25 words or less.)
  - a. Valley Trail Coalition: Transport for valley residents. Recreation opportunities. A resource for location businesses. Economic stability.
  - b. Caltrans: Needs of community fulfilled. Be fundable.
  - c. Navarro Vineyard: Safety for bicyclist on 128. To be able to walk to Boonville. To attract tourists to her business.
  - d. Floodgate residents: back of property has old RR line. Wants safety for bicyclists. Get people off SR 128.
2. Where are people walking/biking now?
  - a. On 128, especially on the weekends
  - b. Hendy Woods
  - c. Back Roads Trails (a Berkeley outfitter) used to use the route; locals discouraged this use; unsafe
  - d. Consider logging roads along the river from Philo west. Use of these roads would limit access to the vineyards.
  - e. SR 128 easements are typically 40 feet from centerline, some jog to 80 feet from centerline.
3. Potential alignments
  - a. Could follow the Navarro River up to the mouth (remote)
  - b. There are logging roads from Philo to coast, but they're on private property and would pull users off of hwy and away from vineyards
  - c. Could follow the Navarro River and tie back to 128. Would need to walk with vineyard owners.
    - i. Greenwood Road and Perry Gulch Road = potential accessways to a river trail
    - ii. Vineyard owner would prefer trail users come along the front of properties than come from behind. Consider wider shoulders on 128
  - d. From Holmes Ranch (around post mile 17.5) to Hendy Woods there is potential to work out a route along SR 128
  - e. Lake Sonoma along Dry Creek to Navarro drainage = alternate route
4. Potential Hendy Woods connections
  - a. There is an existing road from the east with a locked gate (through property of Ebay owner?)
  - b. Highland Ranch (SE of Hendy Woods)
  - c. Rays Road ends before reaching the park; would need access and bridge
  - d. Access from Philo is desirable
5. General comments
  - a. Volunteer emergency services (Jonie Clark) might have information on collisions
  - b. There is an undeveloped lot in Boonville opposite the church; opportunity for off highway parking
  - c. Seniors can't walk from the Senior Center to Downtown Boonville, but can walk through the fairgrounds
  - d. Support for hands off approach in Downtown Boonville; preserve existing parking
  - e. Support for bookends, gateway treatments in Boonville
  - f. During events, people camp at the brewery and walk to Boonville

- g. Caltrans is widening through the Navarro grade until the highway flatters out; deadmen in road to cantilever out for shoulder
- h. Property owners along Perry Gulch are likely to oppose access on private property

## Navarro Focus Group Meeting

November 13, 2013

1. What three things should the bicycle/pedestrian trail be or accomplish? (In 25 words or less.)
  - a. MRC: Interested in hearing perspectives.
  - b. State Parks: safe, scenic and sustainable. Consider funding for construction and maintenance. Flooding potential. Have the right alignment that can be maintained.
  - c. Any trail through the redwoods should be soft surface. Take care to preserve the redwoods, which are important for timber. Coho salmon rehabilitation; used to be Coho in Navarro River, North Fork, and Flinn Creek.
  - d. Separate from SR 128. Create a good environment for bicycling.
  - e. Holmes Ranch resident (HR includes 64 residences): Trail should be from Cloverdale to the coast, but not along SR 128. Benefit the economy of the valley. Provide recreation. Increase accessibility by foot and for equestrians. Consider equestrian access. Want someplace to talk to get to the river. For more info see Euegenia Herr's email in presentations folder
  - f. Rancho Navarro residents: Support the trail. Want places to recreate.
2. What's the ideal location for the trail?
  - a. Navarro Ridge Road; steep (1200 ft elevation gain?)
  - b. MRC: Concern over environmental issues. All-weather use (bikes and horses) and impacts on salmon and redwoods. Had similar discussion related to a soft surface trail in Somona County; volunteers would close the trail in inclement weather. How to interface with protection measures is critical. Concern over bringing people in where there is active logging.
  - c. Potential conflict in bringing trail through State Parks camping area.
    - i. State Parks says they could relocate the camp sites away from a trail.
  - d. From Flynn Creek to Comptche to a State Parks road to Big River Trail. Lauren Rex with State Parks has map of this area and is sending it to Alison
3. What are MRC's 'take aways' concerning trail planning
  - a. The trail would need to interface with their proposed Habitat Conservation Plan
  - b. MRC lands are already bisected by public access. This leads to problems with pot growing.
  - c. Public access is a potential source for fire
  - d. How would crossing of public use and MRC operations be controlled?
  - e. The trail location affects the potential for year-round, public access
  - f. Concern over public having expectations for something that can't be provided
  - g. Points of contact at MRC: Contact Colby first, then Adam
  - h. MRC is open to discussing use of MRC lands to get around pinch points
    - i. Navarro strip is a pinch point (in floodplain)
4. What are State Parks' 'take aways' concerning trail planning

- a. State Parks are public lands and they will listen to public needs. Their objective to protect natural resources.
- b. Consider maintenance. Would need to be owned/maintained by Caltrans or have a plan in place for maintenance.
- 5. General comments
  - a. Concern over safety and speed (no speed limit reduction through Navarro)
  - b. Pull outs needed
  - c. Lake Amador has an 11 mile trail, which could be a model for this trail

## **Anderson Valley Bus Tour**

November 14, 2013

- 1. Stop #1 Downtown Boonville near Fairgrounds
  - a. Not safe for children walking
  - b. Connectivity to Senior Center is lacking – extend sidewalks
  - c. Question to CalTrans – Are Horse Carriages legally allowed in bike lane?
  - d. Boonville Parking issues brought up again
  - e. Extend sidewalks to cluster of housing on N side of 128 near towards brewery
- 2. Stop #2 Downtown Boonville near Hotel
  - a. Ferris (sp?) sulfate can make sidewalk look better
  - b. Sidewalk were improved by local businesses not CalTrans
  - c. Possible stop sign at Lambert Ln. Or RRFB
- 3. Stop #3 Near High School
  - a. Bad footing along 128 near school
  - b. Bad spot to cross 128 due to bend in hwy
  - c. Desire for Class I pathway from last Boonville crosswalk to school
  - d. Need path to Health Center. A lot of moms with strollers walk here
- 4. Stop #4 Anderson Valley Wy
  - a. Route kids take to school
  - b. Add narrow 3' sidewalk for peds. Cyclists can share road
  - c. Blind curves are a concern
- 5. Stop #5 New Highway
  - a. They liked class I idea
  - b. Indian Creek Bridge is major pinch pt
  - c. Dangerous conditions between bridge and Philo
- 6. Stop #6 Philo
  - a. Interest in non motorized connection between Philo and east side of Hendy Woods
    - i. Via Rays rd through Shanoa to Fire rds
    - ii. Navarro River Watershed may have GIS data for this area (Melissa)
- 7. Stop #7 Between Philo and Navarro
  - a. Dangerous blind curve at Navarro Vineyards
  - b. This stretch has potential to connect wineries

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- c. Gshwend Rd may be able to provide access to river
- 8. Stop #8 Navarro General Store
  - a. Desire for off rd trail near river to ocean
  - b. Point was brought up about how off rd trails need to be maintained by somebody



**Minutes**

<b>PROJECT</b>	State Route 128 Corridor Valley Trail Feasibility Study in Mendocino County	<b>ORGANIZER</b>	Janet Orth/Nora Daley-Peng
<b>SUBJECT</b>	TAG Meeting#2 Minutes	<b>DATE</b>	December 12, 2013
<b>VENUE</b>	Boonville Hotel	<b>TIME</b>	10:00am -12:00pm

**Attendees**

**At Hotel**

Nora Daley-Peng, Brian Burchfield (ALTA); Janet Orth (MCOG); TAG Members: Kathy Bailey (Hendy Woods Community), Kathleen McKenna (AVCSD/Valley Trail), Melissa Meader (Valley Trail/Cycked), Patti Black (Mendocino County DOT), Sarah Bennett (Navarro Vineyards), Shelly Englert (AV Land Trust), Barbara Goodell (representing herself), Star White (Pennyroyal Farm)

**On Conference Call**

Randy Anderson, Kristin Maravilla (ALTA); Dave Carstensen, John Thurston (Caltrans)

Item / Discussion	Action
<p><b>Welcome</b></p> <ul style="list-style-type: none"> <li>Nora – welcomed everyone and introduced project team members.</li> </ul> <p><b>Introductions – “What was your favorite part of the workshop series?”</b></p> <ul style="list-style-type: none"> <li>Shelly – bus tour</li> <li>Melissa – workshop and marking up of maps with MRC</li> <li>Patti – workshop</li> <li>Janet – bus tour and families participating</li> <li>Brian – bus tour</li> <li>Barbara – impressed with attendance, impressed with walking tour Spanish translation</li> <li>Kathy – liked walking tour and explaining Boonville’s parking situation</li> <li>John – nice to have state, local, and community members working together</li> <li>Dave – pleased with the community interest in the project</li> </ul>	

<ul style="list-style-type: none"> <li>• Kristin – getting to engage with the community</li> <li>• Randy – positive energy of the events</li> </ul>	
<p><b>Workshop Series Recap (presented by Nora)</b></p> <p><b>Yorkville Listening Session</b></p> <ul style="list-style-type: none"> <li>• Patti - re-emphasize that community members are very eager to work to provide easements</li> <li>• Strong interest in off street alignments.</li> <li>• Discuss alternative routes such as the one into Lake Sonoma</li> <li>• Shelly- reemphasized Dr. Lee’s concern that only improving certain segments would make unimproved segments more dangerous             <ul style="list-style-type: none"> <li>○ This is actually a concern for the whole valley when it comes to improving only portions of segments</li> <li>○ Important to note that some small segment design, such as a safe route to school would still be important</li> </ul> </li> <li>• Consider improving worst/difficult segments before easier ones.</li> <li>• If the trail goes to the County line, what’s there? The original grant had the project extending to Cloverdale, but the scope was revised stay within the County.</li> </ul> <p><b>Boonville Listening Session</b></p> <ul style="list-style-type: none"> <li>• People were generally enthusiastic. Business owners were not directly involved</li> <li>• Increased bike parking at Fairgrounds</li> <li>• Back-in angled parking is supported by Caltrans and may be part of solution in Boonville.</li> <li>• Route through Fairgrounds may not be desirable. Economic development potential with routing trail through downtown Boonville.</li> </ul> <p><b>Philo Listening Session</b></p> <ul style="list-style-type: none"> <li>• Undeveloped trail near Indian Creek to Hendy Woods would be great. However, there are unfriendly neighbors and no public access along creek in this area</li> <li>• Rays Rd option</li> <li>• Hendy Woods connection is in conflict with supporting local wineries</li> </ul>	<p>Brian to add slide or change heading to reflect that Hispanic community had its own listening session.</p>

<ul style="list-style-type: none"> <li>• Wineries would prefer trails on highway or front of properties, so trail users would utilize main public entrance</li> </ul> <p><b>Navarro Listening Session</b></p> <ul style="list-style-type: none"> <li>• Frank Graham’s concerns were left off of slide presentation             <ul style="list-style-type: none"> <li>○ Off highway trail could hurt biological resources (redwoods, fish)</li> <li>○ Concern about impacts on ecology</li> </ul> </li> <li>• Topography here is so unique and needs to be considered             <ul style="list-style-type: none"> <li>○ Interpretive opportunities</li> </ul> </li> <li>• Mendocino Redwood Company (MRC)             <ul style="list-style-type: none"> <li>○ Willing to work with us where there are constraints. They need to know exactly what we’re talking about. MRC supports the concept. Willing to work with people, especially along the periphery. Mike pointed out specific locations where that might be necessary. Not going to support having trails hither and beyond (potential habitat management plan conflicts).</li> </ul> </li> <li>• State Parks is supportive.</li> <li>• If we went up Flynn Creek Road, County DOT is already working to get access from Big River, along with MRC and State Parks (Mike and Lauren). Possibility to take trail off SR 128. Connects with Mendocino village. This route would be far from SR 128.</li> </ul>	
<p><b>Rote Analysis and Feasibility Study Approach (presented by Nora)</b></p> <ul style="list-style-type: none"> <li>• Brian – Off right-of-way routes need to be championed and followed up on by the Valley Trail Coalition.</li> <li>• Anderson Valley Land Trust would like specific direction on how to get involved. When it gets to the point of when there are a couple of solid route options. Melissa with Valley Trail Coalition is willing to help/play that role, as it fits their mission and purpose.</li> <li>• The study will identify potential funding sources. Some off highway segments have opportunity for transportation and/or safe routes to schools funding. Recreational trails tend to have fewer opportunities for public funding.</li> <li>• Alta can provide general and rough costs (placeholder) for easement acquisition.</li> </ul>	<p>Brian will contact MRC and request available GIS road data.</p> <p>Alta to identify areas to park along segment 3 (i.e. The Grange).</p> <p>Caltrans to provide Alta with</p>

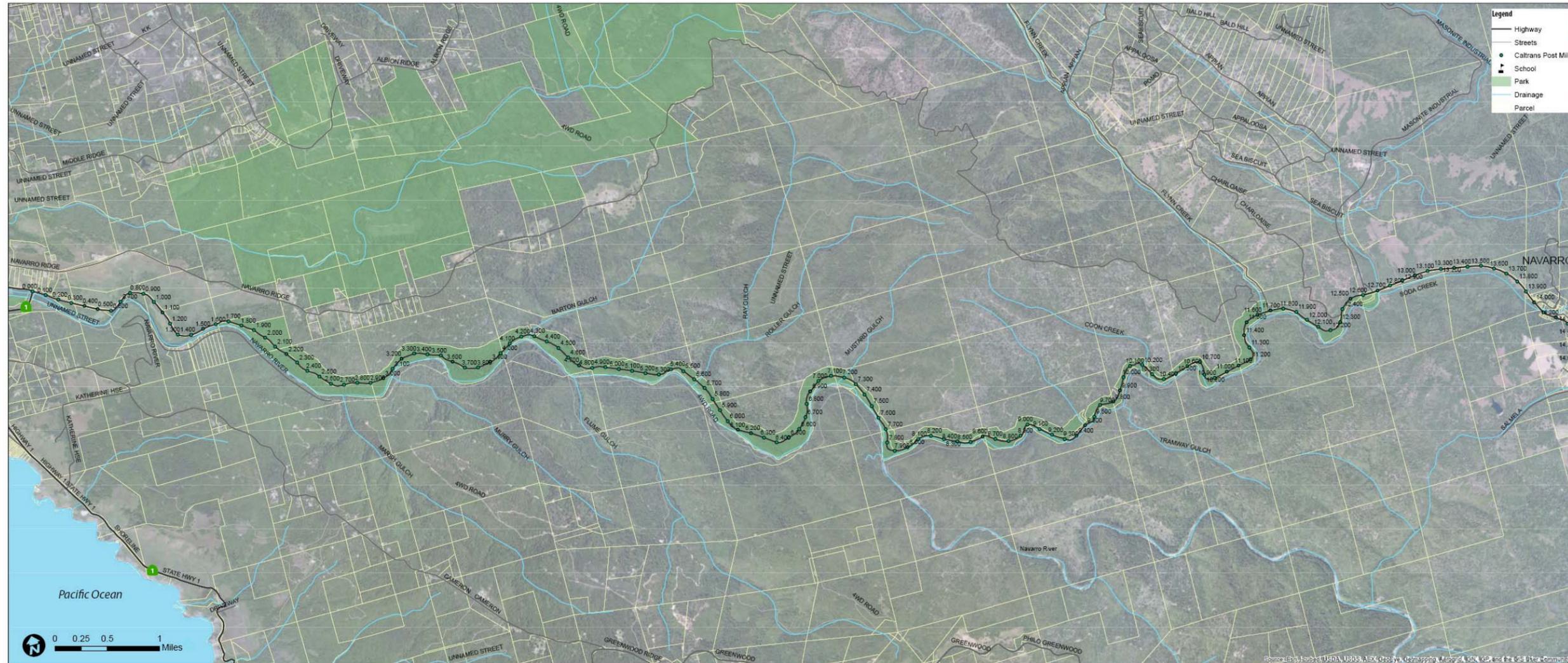
<p><b>Segment 1 – The Redwoods</b></p> <ul style="list-style-type: none"> <li>• Approach:             <ul style="list-style-type: none"> <li>○ GHD will map environmental constraints (floodplain, habitat types) to extent that the information is currently available. No incremental analysis (e.g., as done on Pacific Coast Bike Route study). Take advantage of State Parks land along river. Do not have budget to figure out what could happen where on a site specific basis.</li> <li>○ Show schematic design and design considerations (paving, clearances, etc.)</li> <li>○ Show typical constraints/opportunities</li> <li>○ Assume trail will be mostly on State Parks lands; may go into MRC lands if/where there’s a clear constraint</li> <li>○ Show alternative routes</li> </ul> </li> <li>• Question of trailhead parking was raised.</li> <li>• Does this portion of class 1 trail need to be paved?             <ul style="list-style-type: none"> <li>○ Melissa – wants to leave it open ended at this point                 <ul style="list-style-type: none"> <li>▪ Yes, this is what we will do with report</li> </ul> </li> </ul> </li> <li>• Do we want to further study MRC roads that are out of flood plain in this portion?             <ul style="list-style-type: none"> <li>○ Getting out of flood plain might save us money down the road</li> <li>○ To the extent that we have the data, we will highlight MRC roads</li> <li>○ Primary focus of study will be within the highway right-of-way.</li> </ul> </li> </ul> <p><b>Segment 2 – The Upper Valley</b></p> <ul style="list-style-type: none"> <li>• The TAG understands and agrees with our approach</li> </ul> <p><b>Segment 3 – The New Highway</b></p> <ul style="list-style-type: none"> <li>• There is a need for people living in area to have somewhere to park             <ul style="list-style-type: none"> <li>○ The Grange could possibly allow parking</li> </ul> </li> <li>• Would review be just along south side?             <ul style="list-style-type: none"> <li>○ The team will do a cursory review of both sides, but anticipates the south side is more feasible. Need to consider crossings.</li> </ul> </li> </ul>	<p>maintenance yard contact.</p> <p><b>Alta/LGC</b> to put together simple survey to pass out to downtown Boonville business owners.</p> <p><b>Alta</b> to show business owners examples of back-in parking.</p> <p><b>LGC</b> - Next workshop series should have a business owner listening session.</p> <p><b>Alta</b> to change the name on maps for Holmes Grade to Haehl Grade.</p> <p><b>LGC/Alta</b> to contact Laura Banum to discuss options of trail routing behind her property.</p> <p><b>Patti</b> has obtained and will send Alta utility undergrounding</p>
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<ul style="list-style-type: none"> <li>• Anderson Valley Way – Speed bumps are off the table according to DOT director.</li> <li>• DOT doesn't really like rumble strips either because it would be noisy to residents.</li> </ul> <p><b>Segment 4 – Central Boonville</b></p> <ul style="list-style-type: none"> <li>• Caltrans Maintenance Yard as possible parking             <ul style="list-style-type: none"> <li>○ It would need to be clearly designed to not interrupt daily operations.</li> <li>○ Typically the capacity of maintenance yards is already maxed out.</li> </ul> </li> <li>• It would be nice to have a design of greater downtown Boonville. Need visual graphics to see design concept alternatives.</li> <li>• Robinson's Creek and Fairgrounds are more long term goals and shouldn't be captured at this time.</li> <li>• How can we better engage the business community? – Prior to next workshop             <ul style="list-style-type: none"> <li>○ Mass mailing and notices at the chamber board have been posted, with little response to date</li> <li>○ Could have meeting with the Chamber or business owners or attend one of their regular meetings</li> <li>○ Survey of business owners?</li> <li>○ Listening session with business owners. Ask TAG, what types of questions should we ask? Ask what they would consider (e.g., describe and gain feedback on back in angled parking)</li> </ul> </li> </ul> <p><b>Segment 5 – Hills and Valleys</b></p> <ul style="list-style-type: none"> <li>• Show:             <ul style="list-style-type: none"> <li>○ Where 4 foot or wider shoulders exist</li> <li>○ Where it would be relatively easy to create them</li> <li>○ Challenge areas where an off street alignment would be needed</li> </ul> </li> <li>• Consider signage/maps directing cyclists to safe routes</li> <li>• Mt House Rd into Hopland could be best route to Highway 101             <ul style="list-style-type: none"> <li>○ It's narrow, windy, has little to no shoulders but has less traffic than 128</li> </ul> </li> </ul>	<p>status.</p> <p><b>Alta</b> to draft questions for a listening session with business owners and get TAG members' feedback on the draft.</p>
<p><b>Project Schedule</b></p> <ul style="list-style-type: none"> <li>• Boonville has a variety show in mid-March. Preferable to do workshop series</li> </ul>	<p><b>Alta</b> will send workshop series</p>

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<p>before or after that.</p> <ul style="list-style-type: none"><li>• Hotel is good place to meet for TAG Meetings.</li><li>• Send Workshop #2 date options to TAG before they are finalized</li><li>• Existing Conditions Report – Admin. Draft to TAG on January 30<sup>th</sup> for review and input during TAG Meeting #3 on February 13<sup>th</sup>, 10 to noon.</li></ul>	<p>dates to TAG before they are finalized.</p>
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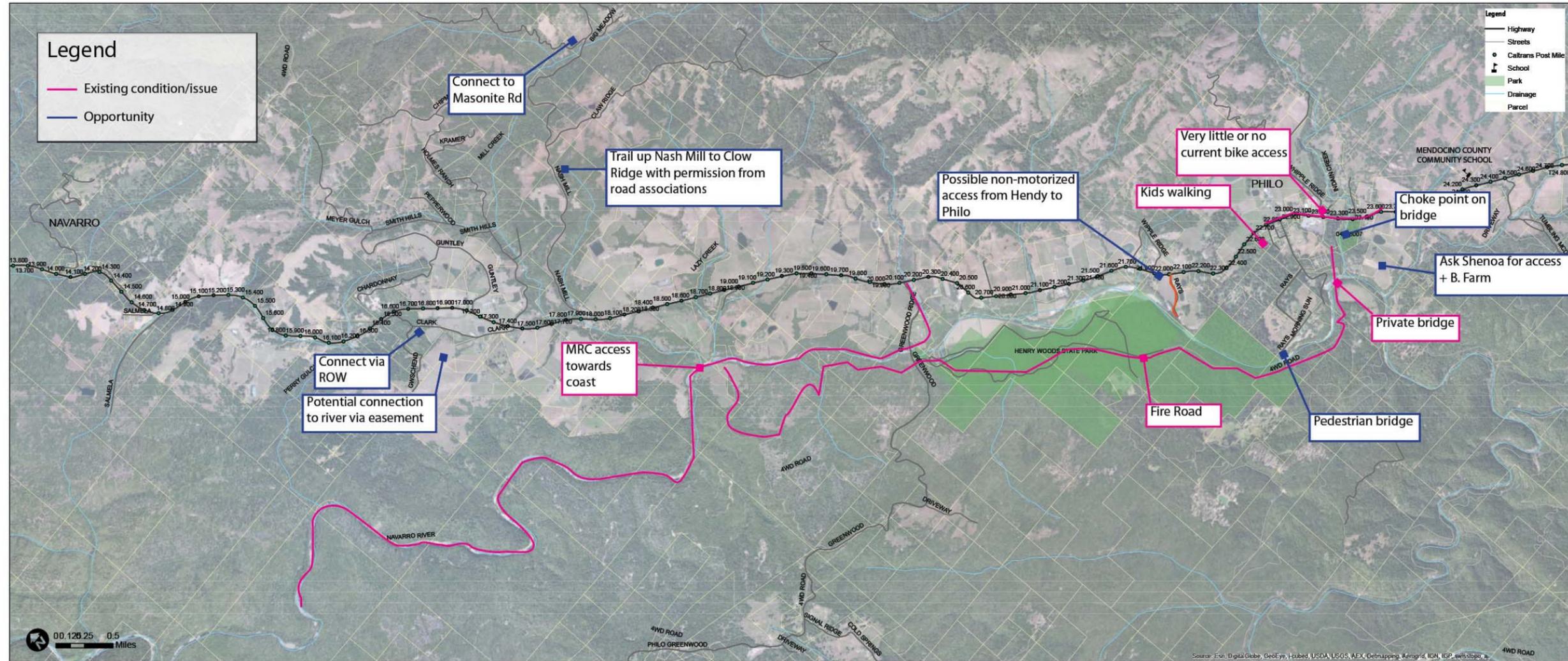
# Workshop #1 Notes



## Segment 1 - Redwoods

State Route 128 Corridor Valley Trail Feasibility Study

### Workshop #1 Notes (cont.)

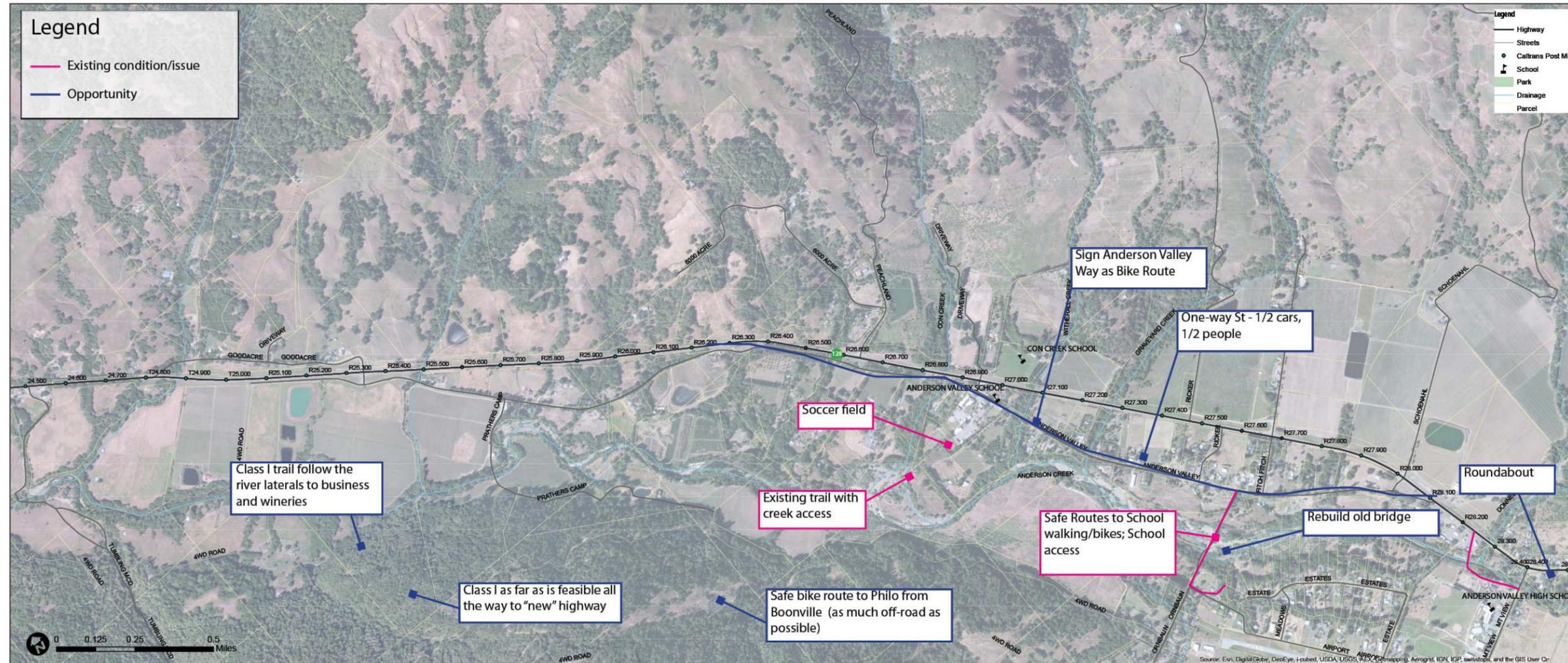


### Segment 2 - Upper Valley

State Route 128 Corridor Valley Trail Feasibility Study

MCOG | alta | Local Government Commission | GHD | Caltrans

Workshop #1 Notes (cont.)

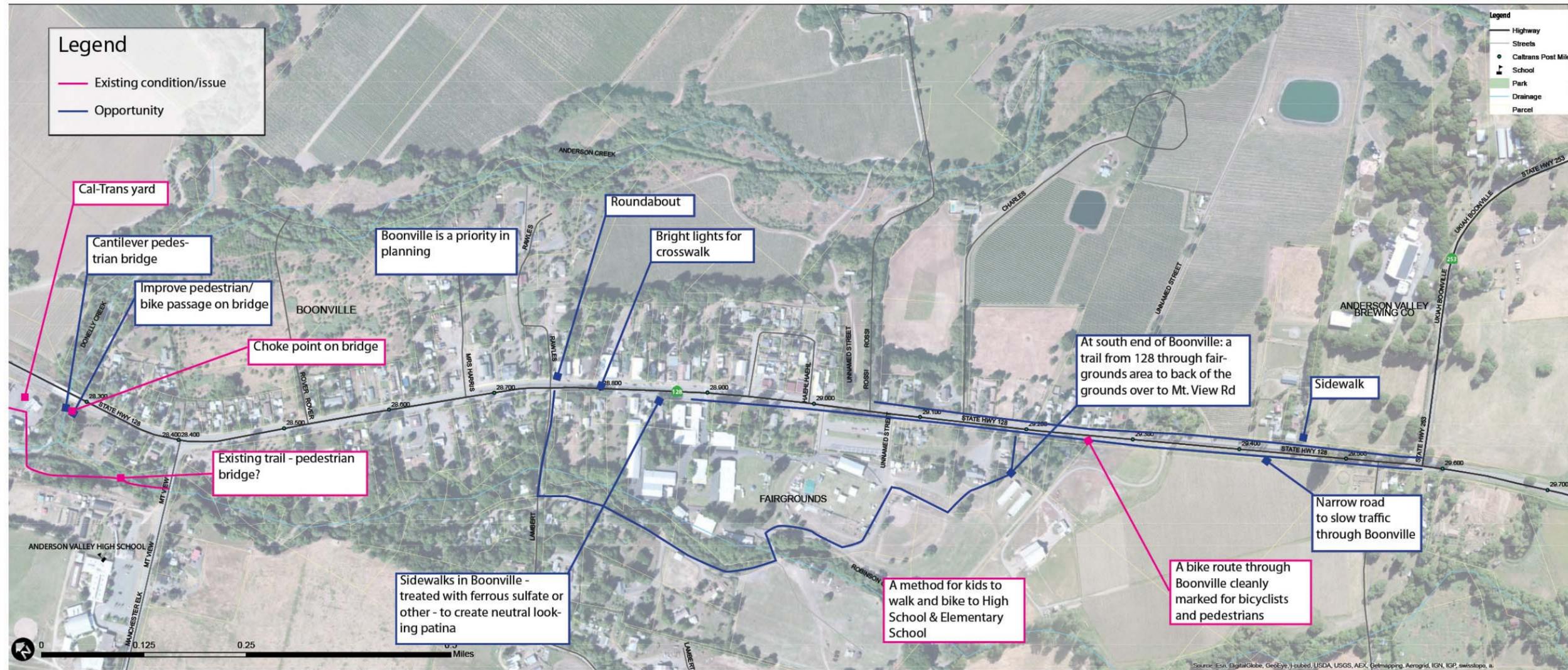


Segment 3 - The "New" Highway

State Route 128 Corridor Valley Trail Feasibility Study

The footer contains the logos for the participating organizations: MCOG (Mendocino Council of Governments), alta (Planning + Design), Local Government Commission, GHD, and Caltrans.

## Workshop #1 Notes (cont.)

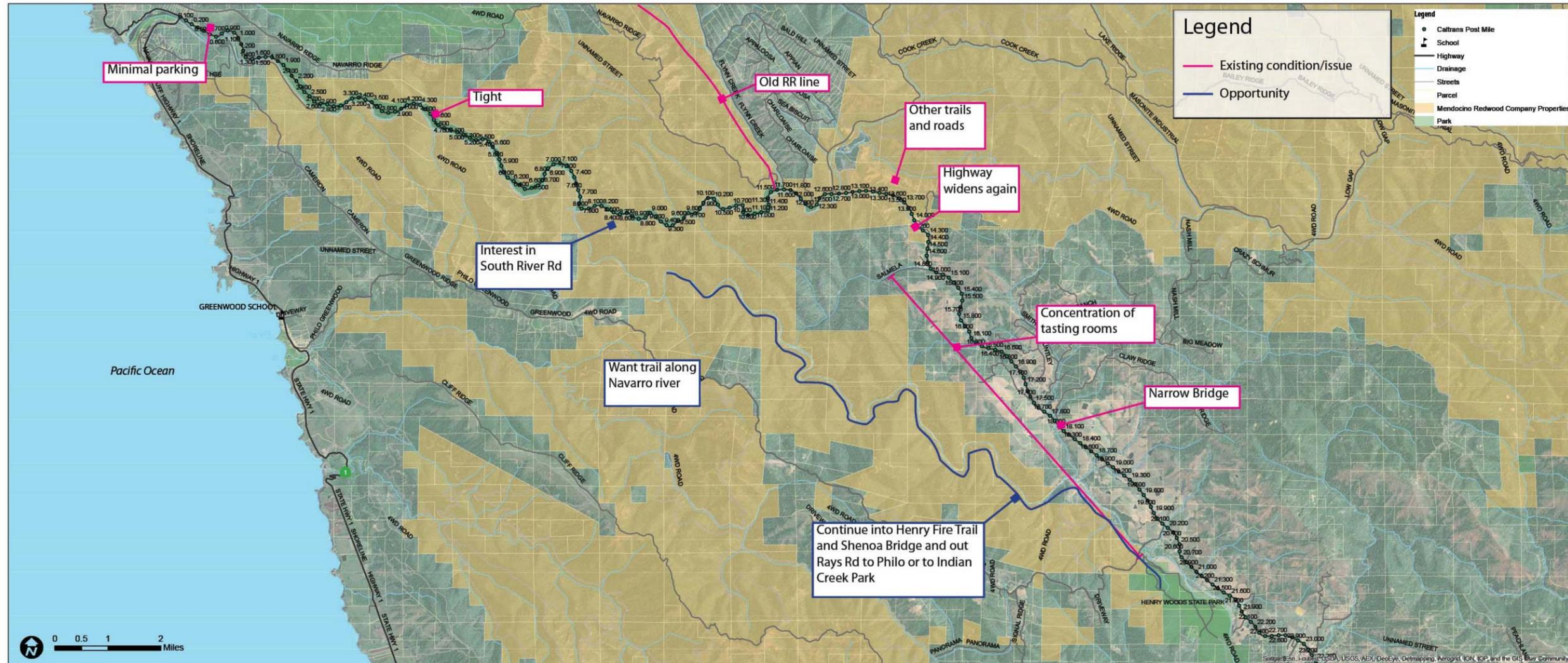


### Segment 4 - Central Boonville

State Route 128 Corridor Valley Trail Feasibility Study



Workshop #1 Notes (cont.)



Segment 1 and 2 - Redwoods and Upper Valley

State Route 128 Corridor Valley Trail Feasibility Study

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**Minutes**

<b>PROJECT</b>	State Route 128 Corridor Valley Trail Feasibility Study in Mendocino County	<b>ORGANIZER</b>	Janet Orth/Nora Daley-Peng
<b>SUBJECT</b>	TAG Meeting#3 Minutes	<b>DATE</b>	February 13, 2014
<b>VENUE</b>	Boonville Hotel Conference Room	<b>TIME</b>	10:00am -12:00pm

**Attendees**

**At Hotel Conference Room**

Phil Dow, Janet Orth (MCOG); Nora Daley-Peng, Kristin Maravilla (ALTA); Alison Pernell (LGC); TAG Members: Kathy Bailey (Hendy Woods Community), Deborah Cahn (Navarro Vineyards), Kathleen McKenna (AVCSD/Valley Trail), Melissa Meader (Valley Trail/Cycked), Patti Black (Mendocino County DOT), Shelly Englert (AV Land Trust), Barbara Goodell (representing herself), Linda MacElwee (MCRCD/Navarro River Center)

**On Conference Call**

Brian Burchfield (ALTA); Dave Carstensen, John Thurston (Caltrans)

Item / Discussion	Action
<p><b>Welcome</b></p> <ul style="list-style-type: none"> <li>Nora – welcomed everyone.</li> </ul>	
<p><b>Edits/Additions to TAG Meeting #2 Minutes (presented by Nora)</b></p> <ul style="list-style-type: none"> <li>Alta received comments from Dave, John, and Janet.</li> <li>Please email Nora with any edits.</li> </ul>	
<p><b>Review Comments on Existing Conditions Report (presented by Nora)</b></p> <ol style="list-style-type: none"> <li>Alta received feedback from MCOG and Caltrans; report addresses more than existing conditions (workshop summary, evaluation criteria). These are the front chapters of the report.</li> <li>Hendy Woods description needs revision; Kathy sent comments to Nora.</li> <li>Ranking criteria seems very technically oriented (e.g., geology, hydro, ROW). Potential additional criteria:                             <ol style="list-style-type: none"> <li>Community priority. Reflect community desires and needs.</li> <li>Environmental justice. Could be low-income in addition to Latino.</li> <li>Safety should capture safe routes to schools.</li> </ol> </li> </ol>	<p>Alta to send hard copies to TAG for review.</p> <p>TAG to email comments to Nora by April 27<sup>th</sup>.</p> <p>Alta to revise graphics per comments.</p>

<ol style="list-style-type: none"> <li>4. The Anderson Valley component to the County General Plan references priorities that were hashed over at that time. Alta to check document.</li> <li>5. Page 15 on lower map. Clow Ridge (not claw ridge). Two Whipple Ridge roads; misnamed. Greenwood Ridge is actually Philo Greenwood Road. Rays Road in Philo is the one that's closer to Philo (not the eastern one).</li> <li>6. Segment 4, page 26 of 29. Senior Center and SR 253 are on the south. Debrah has comments to Segment 4 graphic and will email Nora to resolve.</li> <li>7. Alta is open to receiving comments by email. Request back by April 27th.</li> <li>8. The TAG requests hard copies of the existing conditions report. Double-sided, black and white. 9 copies. Ask Claudia about printing.</li> <li>9. Environmental compliance document (the appendix). The Navarro River wasn't named (only the Eel and Russian Rivers). Looks as though the write-up came from Willits Bypass work. Caltrans has environmental compliance documents from culvert efforts, that might be worth referencing (very thorough) and more applicable to the trail projects. These are referenced on page 8 of the appendix.             <ol style="list-style-type: none"> <li>a Alta will circle back with GHD to coordinate on edits. Alta will coordinate with Caltrans to get copies of culvert improvement documents.</li> </ol> </li> <li>10. GHD recently completed their field work. GHD hadn't done field work when the Existing Conditions Report was written; more information will be coming.</li> </ol>	<p>Alta to coordinate with GHD on appendix.</p> <p>Alta will revise graphics as discussed to fix typos and mislabels.</p>
<p><b>Review Comments on Draft Workshop #2 Materials (presented by Kristin)</b>  <b>Segment 1 – The Redwoods</b></p> <ol style="list-style-type: none"> <li>1. Update the legend to explain the cross section symbol.</li> <li>2. Is the area between the shoulder and path variable? Answer: this would require further study. The distance would vary to minimize cut/fill and tree loss. Alta recommends keeping the trail within view of SR 128 for trail user safety.</li> <li>3. Much of the area the highway is elevated. Drainage issue, if it was a path.</li> <li>4. Correction to labels: North Fork Navarro River connects with Navarro after the fork.</li> <li>5. 4 wheel drive road linework appears to be covered by other layers. Alta to check. Steep. It is south of the river. A MRC road.</li> <li>6. The unpaved private road to Navarro Ridge Road from SR 128 may be an alternative to continuing west along SR 128 (constrained area).</li> <li>7. Parking areas labeled on the map are existing large turn outs. These are vital for pull outs. Be careful about eliminating function of turn outs.</li> <li>8. Funding for unpaved trails? Phil - it depends. Does the facility provide a</li> </ol>	

<p>transportation function? This affects to type of funding source.</p> <ol style="list-style-type: none"> <li>9. Keep Caltrans as a partner.</li> <li>10. The report text should discuss feasibility of the trail and why it is or is not feasible.</li> <li>11. Consider maintenance needs of a paved vs. unpaved path, including potential flooding impacts.</li> <li>12. Permeable pavement is an option.</li> <li>13. There are existing paved, narrow paths through redwoods that don't kill the trees</li> <li>14. TAG seems to be leaning towards paved for ease of access, funding and maintenance.</li> <li>15. Trail surfacing will depend partially on who owns/maintains the trail.</li> <li>16. Anything that is implemented needs to be maintained.</li> <li>17. Defining feasibility and prioritizing segments within the segments.</li> <li>18. 65' min. curve radius on path is recommended for slight lines and safety.</li> <li>19. Parking lot elements. Provide the most deluxe treatment if you have room. Maybe in the state park. The Fig. 1-3 concept seems a little outside of the vernacular of the Redwoods. This template could work for downtown Philo. Public restroom is desperately needed.</li> <li>20. Create graphic of modified turnout to provide space for parking and passing.</li> <li>21. What if you put 1 restroom in Boonville? Need to consider maintenance. There are restrooms in Anderson Valley Fairgrounds (on sewer). Boonville has septic issues. AV market has pleaded to put in a public toilet. What about a public/private partnership or charging a fee for restroom use?</li> <li>22. MRC has portable toilets at the demo forest off highway on Masonite Road. There is a loop trail. Ideal location. Has become an attractive nuisance. And picnic.</li> <li>23. Mendocino State Park - Headlands toilet - good case study. There were going to close it but it is still open.</li> <li>24. Include discussion on restrooms and entities to report.</li> <li>25. Augment trail in State Parks.</li> <li>26. Theft and vandalized of equipment in State Parks. Any amenities need to bolted down.</li> <li>27. Paul Demmick State Park was closed last year. Existing parking. Augment the existing loop trail. Possibility of utilizing or connecting to this facility?</li> </ol>	
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<p>28. Ongoing maintenance needs funding.</p> <p>29. Fig 1-1: Charloaise is misspelled and doesn't connect to SR 128.</p> <p><b>Segment 2 – The Upper Valley</b></p> <p>30. Figure 2-3: Philo/Hendy Woods connections. Being sensitive to private road/property issues.</p> <p>31. Vanzandt Ray Resort Road - at the bend there is a clearing goes to the River. Alta to check who owns the parcels.</p> <p>32. River Bend development probably would not entertain public access.</p> <p>33. People can currently walk/bike in to Hendy Woods without paying. Loren is supportive of improved walking/biking access between Hendy Woods and Philo and discussed alternate (eastern) entry to the park.</p> <p>34. The bridge over Indian Creek will never be improved.</p> <p>35. Alta to clean up green layer indicating Hendy Woods SP.</p> <p>36. There is a seasonal restroom at Indian Creek Park.</p> <p>37. Add label for Indian Creek Park.</p> <p>38. Fig. 2-3: Whipple Road has an H. Two Blattner Roads. Western 'Rays Road' is not Rays Road.</p> <p>39. Remove Mendocino County Community School label. Might be referring to Unicorn School on Blattner Road in Philo.</p> <p>40. Add label for Holmes Ranch Road to Fig. 2-2.</p> <p>41. Does this section propose lane reduction (e.g., graphic states 10' to 12')? Alta will look into this.</p> <p><b>Segment 3 – The New Highway</b></p> <p>42. What's a rub rail? Alta to add visual of a rub rail.</p> <p>43. Add some graphic convention to show degree of difficulty. Quantify to help people understand what is needed. Calculate percentages of minor improvements/trees/walls.</p> <p>44. Correct labels: Good Acre not 6000 Acre. Add "Way" to Anderson Valley.</p> <p>45. Fig. 3-1, upper panel: no connection over creek along Good Acre.</p> <p>46. Revise Anderson Valley School label to Anderson Valley Elementary School. Remove Con Creek School label (school doesn't exist).</p>	
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- 47. Revise conceptual gateways to Anderson Valley Way. Rickard and Fitch do not connect to SR 128 and are likely private roads. Patti can check if there is an easement. Revise to show three conceptual gateways: Good Acre, near Anderson Valley ES, and at Schoenahl.
- 48. Instead of the enlargement at Good Acre, include an enlargement near the elementary school intersection; could also be used for SR2S funding applications.
- 49. Existing paved parking lot at end of AV Way (near mile marker 25.05) - Good candidate for staging area. County owns AV Way.
- 50. Fig. 3-2: Check street name. May not be Good Acre.

**Segment 4 – Central Boonville**

- 51. Phil – gateway funding source Transportation Enhancement is gone but could stretch project intent for upcoming Active Transportation funding.
- 52. Dave – Cross Section 4A. Back-in angled parking takes up roughly the same amount of space as head-in angled parking. City of Ukiah had them and they took them out. Clay St. Reason unknown. Add aerial blow up to help explain how back-in angled parking works. Update legend to clarify where back-in angled parking would occur.
- 53. Utility pole undergrounding. Patti – Boonville is number 3 on the list. Highly unlikely. The list goes before the PG&E next year. Howard Shield, Director of Transportation, wants to address. Gualala (created an underground utility district formed by the County) did it in about 12 years. GMAC was highly involved. Design should accommodate utilities as they are and allow for future undergrounding. Couple possibilities: improvements go in before or after undergrounding. In Boonville this could be CSD. Speak to different scenarios in the report.
- 54. Mountain View crossing near the high school. Narrow the road prism for the safety of students walking and cycling to school.
- 55. Phil explained how speed studies determine the posted speed by identifying the speed of 85% of current drivers and only allowing a posted speed reduction of the 85% speed by up to 50%.
- 56. Fig. 4-2: Extend south side sidewalk approx. 600 ft to the southeast in front of the residential properties east of the Senior Center.
- 57. Back in-angled parking – safety. Caltrans allows parallel and back-in angled along the highway. Boonville wants to retain the number of parking spaces that can be accommodated with angled parking. Benefits of back-in angled parking: easier to see oncoming traffic and bicyclists when pulling out of a stall and safer access your trunk (from curb side rather than road side).

**Segment 5 – Hills and Valleys**

<p>58. Discuss a recreational trail on private property in the write-up. A few private landowners have expressed interest in granting an easement. Recommendation for a trail if the property owners come forward for as a continuous easement. Warn against encouraging cycling unless continuous accommodation is provided.</p> <p>59. Understand that riding in Yorkville (Seg. 5) is dangerous, but include options and cost estimates in the report. Napa, Sonoma, and Mendocino are coming together for funding of regional trails. Include very high cost per mile estimates for Seg. 5. Opportunity to connect to Route 253 and Fish Rock Road.</p> <p>60. Sensitive about Yorkville - worried about going from unsafe to safe to unsafe.</p> <p><b>General</b></p> <p>61. Prioritization - Boonville to Philo; this area has the main population to getting to services, schools, shops, etc. Can community provide input on priorities or is everything driven by funding opportunities? Stay flexible. Understand the project is all going to be done in pieces. Have to go where the money is.</p> <p>62. Napa Vine Trail - a branded mile. Gave everyone a clear indication of where we are going.</p>	
<p><b>Discuss Boonville Business Owners Meeting (presented by Alison)</b></p> <ul style="list-style-type: none"> <li>Item skipped.</li> </ul>	
<p><b>Discuss Workshop #2 (presented by Alison)</b></p> <ul style="list-style-type: none"> <li>Workshop #2 - Will cost estimate be available at the workshop? Alta can provide approximate cost per mile. Request to talk about funding sources. Alta will bring very rough/high level cost estimates to workshop for certain types of conditions.</li> <li>John from Caltrans will attend. Phil and Janet will attend and will talk about phasing and funding.</li> <li>Thumbs up from TAG on the right direction for the workshop #2 agenda.</li> <li>Mailer. Does Phil Frisbie need it? Okay, if it says the same thing as public notice. We will send to Phil F.</li> <li>Dave - Mailer - you don't need to use the word the safe. Safety is what the community wants, but it could imply the condition is unsafe.</li> <li>Compromise; revise to: Improving walking and biking paths in AV.</li> <li>Will the mailer be sent to everyone? Yes, every postal customer in the study area.</li> </ul>	
<p><b>Project Schedule (presented by Nora)</b></p> <ul style="list-style-type: none"> <li>The draft report will be available in April.</li> <li>Kathleen - move TAG #4 to May 1<sup>st</sup> to allow for input on draft report.</li> </ul>	



**Notes**

<b>PROJECT</b>	State Route 128 Corridor Valley Trail Feasibility Study in Mendocino County	<b>ORGANIZER</b>	Janet Orth/Nora Daley-Peng/Alison Pernell
<b>SUBJECT</b>	Boonville Business Owner’s Meeting Notes	<b>DATE</b>	February 13, 2014
<b>VENUE</b>	Lauren’s Restaurant	<b>TIME</b>	5:00pm -6:30pm

**Attendees**

Project Team Representatives: Janet Orth (MCOG); Nora Daley-Peng, Kristin Maravilla (ALTA); Alison Pernell (LGC); John Thurston (Caltrans); TAG Members: Kathy Bailey (Hendy Woods Community), Kathleen McKenna (AVCSD/Valley Trail), Melissa Meader (Valley Trail/Cycked), Shelly Englert (AV Land Trust), and approximately 9 Boonville Business Owners (see page 2).

Item / Discussion	Action
<p><b>Welcome and Introduction</b></p> <ul style="list-style-type: none"> <li>Kathy Bailey gave introduction.</li> </ul> <p><b>Project Background</b></p> <ul style="list-style-type: none"> <li>Melissa Meader shared background on the trail project and Feasibility Study. She started as Cycked and worked to get a planning grant from the recommendation of Dan Juergen. With an approved bike plan and planning grant, you can get funding for construction. Kathleen McKenna helped write the grant. Valley Trail Coalition (VTC) has become a non-profit. The VTC thinks of themselves as the Anderson Valley representative of what we want to upgrade walking and biking. VTC priorities include: getting kids to school, to the health center, adult school, senior housing, and Downtown.</li> </ul> <p><b>Funding Sources</b></p> <ul style="list-style-type: none"> <li>Janet Orth with MCOG, the regional transportation planning agency, discussed potential funding sources. The Feasibility Study is funded by a community based transportation planning grant. MCOG has done a series of these. What the grants do is involve the stakeholders to identify the needs, priorities, and preferences of the community. MCOG’s previous work includes work in: Gualala, Laytonville, Point Arena, Westport, rail trail through Mendocino County, and Covelo/Round Valley. MCOG brings in professionals (e.g., Alta, GHD, LGC) to assist with design of safe facilities and to do public outreach. Feasibility Study partners include</li> </ul>	

<p>Caltrans (John Thurston). It is important to produce a plan that documents the vision (e.g., VTC’s work) and a feasibility study that goes through what can be done and where and documents the community’s priorities. Projects take varying amounts of time between planning and construction. A plan is needed to pursue funding. We want to be realistic about when the project could get done; it may take some time, but bit by bit, with steps along the way it will get done. The community is encouraged to stay in there and keep with the project.</p> <ul style="list-style-type: none"> <li>○ Melissa: Our grant won out of a number that were submitted.</li> <li>○ Janet: the grant process is very competitive. MCOG didn’t get any this year. Believes Caltrans tries to spread out funding geographically.</li> </ul> <p><b>Feasibility Study Team Introduction</b></p> <ul style="list-style-type: none"> <li>● Nora introduced the team</li> </ul> <p><b>Attendee introductions</b></p> <ul style="list-style-type: none"> <li>● Darius, Boonville General Store</li> <li>● Melissa, the Range (yoga)</li> <li>● Shelly, works at Land Trust</li> <li>● Melinda, Hotel and ice cream shop</li> <li>● Lauren, Lauren’s</li> <li>● Karen, Mercury Gallery</li> <li>● Paul, has a workshop in Boonville</li> <li>● Kathleen, VTC</li> <li>● Burt</li> <li>● Mary, volunteer at library and church member</li> <li>● Neal, live in Boonville, will live at senior housing project</li> <li>● Aaron</li> </ul>	
<p><b>Review of Community Engagement Process to Date</b></p> <ul style="list-style-type: none"> <li>● Alison reviewed public outreach efforts conducted to date for those who couldn’t make Workshop #1. Formed a TAG. Held workshop series in November, including a bus tour, a public workshop, a walk about, and stakeholder meetings. Based on collective community input, plus technical data the team has been collecting, we are here to present preliminary concepts for Boonville. The project is looking at a 50 mile stretch of highway. This meeting is a stakeholder meeting for business owners in Boonville; we want your input.</li> </ul>	
<p><b>Presentation of Concepts and Discussion</b></p> <p><b>Introduction</b></p> <ol style="list-style-type: none"> <li>11. Goal of the study: queue up ideas of making a better walkable/bikable community.</li> <li>12. Alison. We’re here to listen.</li> <li>13. The team will take comments tonight and by email to Nora. Would love to get comments before March 27th (the date of the second workshop). The next Workshop is scheduled for March 27th. We will be sending out postcards and will</li> </ol>	

<p>publicize on the news.</p> <p><b>Downtown Boonville Preliminary Concepts Discussion</b></p> <ol style="list-style-type: none"> <li>14. A back-in angled parking demo happened today outside of Boonville Hotel. We did not organize this.</li> <li>15. Two towns in California – Esparto and Bridgeport - have adopted back-in angled parking, but it is a change of experience.</li> <li>16. How well do senior drivers adapt?</li> <li>17. SR 128 in Downtown Boonville is a fast moving street – only way to make back-in angled parking work is to slow down traffic.</li> <li>18. The introduction of sidewalks, curbs, curb extensions, and pedestrian refuge islands could slow down traffic.</li> <li>19. Bus stop – coordinate with pedestrian walkways and crossings. There are two bus stops: AT&amp;T building on Lambert and in front of Boonville General Store.</li> <li>20. Rumble strips use to slow down traffic? John will look into it.</li> <li>21. Traditional 25 mph for business or residential if signs are not posted. Can we repost the speed limit?</li> <li>22. Would like a road way designed to reduce speeds or do you want to post the road with a lower speed limit? Answer: via road design.</li> <li>23. Three speed bumps types in Mexico: small, medium, and large.</li> <li>24. Raised crosswalk allowed?</li> <li>25. Pedestrian beacons used to slow traffic.</li> <li>26. During fair time there is a shortage of parking.</li> <li>27. Have you inventoried the existing parking spaces and calculated the net loss or gain?</li> <li>28. Caltrans has ROW maps; Alta to confirm 80' ROW.</li> <li>29. If you look at the ROW, it would be right up to the door of the general store?</li> <li>30. Important to maintain diagonal parking in front of Boonville General Store. Back-in angled parking would work.</li> <li>31. Want a bike lane. Might be okay to lose parking in front the store.</li> <li>32. Who makes the decision on improvements when the ROW is right at a store's front door? Caltrans? The community?</li> </ol>	
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<p>33. Caltrans' new approach: Mobility that fits the community.</p> <p>34. Are speed bump allowed on highways?</p> <p>35. U-turns occur now, but it may not be legal. Can you study how U-turns could occur legally? Accommodate safe, legal u-turns.</p> <p>36. Common u-turn locations: SR 128/Lambert/Rawless and SR 128/Haehl intersections. Street names of maps may be incorrect.</p> <p>37. Underground utilities? Boonville is 3rd on the list. Can we time the undergrounding of utilities and roadway improvements together to reduce disruption to businesses? How long? Depends on PG&amp;E. Nobody knows.</p> <p>38. Roundabout at each end of town? They take a lot a room and are expensive; funds may be better used if applied to the trail.</p> <p>39. Likes back-in angled parking, so we won't lose spaces. Tourists don't look for side-street parking, even if it is available.</p> <p>40. Could we have undulation (horizontal) like in Cloverdale to slow traffic to make back-in angled parking safer?</p> <p>41. Speed feedback signs – have worked well in Philo. What would it take to get speed feedback signs at the ends of town?</p> <p>42. The design recommendations are broad brush and conceptual. The finer details of the site-specific situations in front of business can't be studied in detail but we will discuss this in the report.</p> <p>43. Head-in parking – you choose when to pull into traffic. But when there is a big truck to your right, the view is obstructed.</p> <p>44. The wide, open width of the highway pavement encourages speeding. The design concepts propose traffic calming by stripping bike lanes, parking, and sidewalks.</p> <p>45. Unique to downtown – hardly any side streets. Minimum off-street parking. Dramatic events – fairgrounds – need a time limit on parking. Want coordination with fairgrounds. Idea of parking time limits and enforcement.</p> <p>46. Major events – on street parking backs up along the entire downtown.</p> <p>47. Restaurant/market/beverage delivery trucks utilize shoulders. Delivery trucks might park in bike lanes if parking isn't available.</p> <p>48. Ferndale – delivery trucks unload from centerline.</p> <p>49. Event shuttles are available from high school, the brewery. Senior shuttle is available, too, but on-street parking is still maxed out and doesn't turn over.</p> <p>50. Parking is a very important issue to Boonville. It is important to emphasize this in</p>	
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<p>the report.</p> <ol style="list-style-type: none"> <li>51. Signage would be good at the fairgrounds for free parking when it is not an event. If sidewalks extended to fairgrounds to wouldn't seem like such a distance.</li> <li>52. Encourage business owners to sign parking in rear.</li> <li>53. Consider signing parking for side street or off-street parking where it exists.</li> <li>54. Double and even triple parallel parking occurs in specific sections e.g. in front of Lauren's Restaurant.</li> <li>55. Different on-street parking needs on north and south sides of highway.</li> <li>56. North side is the sunny side – maybe deserves a wider sidewalk.</li> <li>57. Likes wood grained concrete sidewalk in Ft. Bragg.</li> <li>58. Supports trees and planted borders.</li> <li>59. Transportation improvements to add more equity to the all the users of the roadway – pedestrian and cyclists.</li> <li>60. Mark bus stops on the maps.</li> <li>61. Look at how the proposed design would work for each business? Especially buildings built up to the ROW. A bike lane is very important. The Boont Berry Farms building extends up to the ROW. Can the design be modified to lessen the impact on Boont Berry Farms?</li> <li>62. School kids often cross SR 128 at Mt. View Road instead of at the crosswalk.</li> <li>63. Consider school bus stops: 1) south side of SR 128 near the Lambert/Rawless intersection, and 2) north side of SR 128 just west of this intersection.</li> </ol>	
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**Notes**

<b>PROJECT</b>	State Route 128 Corridor Valley Trail Feasibility Study in Mendocino County	<b>ORGANIZER</b>	Janet Orth/Nora Daley-Peng/Alison Pernel
<b>SUBJECT</b>	Workshop #2 Notes	<b>DATE</b>	March 27, 2014
<b>VENUE</b>	Mendocino County Fairgrounds Dining Hall	<b>TIME</b>	5:00pm -7:00pm

These notes summarize comments received and responses given during the question and answer period following the Discussion about Implementation agenda item.

Item / Discussion	Action
<p><b>Panel Discussion on Partnerships Q&amp;A Notes</b></p> <ul style="list-style-type: none"> <li>• Q: We know parking in downtown Booneville is problematic. We need safe ways to cross the highway and sidewalks. Does that raise an issue with parking? A: Parking is an enforcement issue. Ideally, crossing improvements and sidewalks would slow cars, and then back-in, angled parking seems more possible.</li> <li>• Q: Will segments be prioritized? A: (MCOG): Look at where people are first – invest here. Prioritize safety improvements. (VTC): Most use occurs between Booneville and Philo (focus on connections to schools, health care facilities, etc.).</li> <li>• Public Comment: There are parts of the project that make sense on their own (e.g. Booneville sidewalks). We need long stretches of trails to gain momentum and public support. Build a useable segment of the trail first. Be thoughtful about deciding on locations for nodes/parking lots now.</li> <li>• Public Comment: Prioritize safe routes to schools (e.g. high school). Build around that.</li> <li>• Q: Do we know where kids travel from /to? A: A separate, County Safe Routes to School project is focusing on this. From that study, a key priority project is a trail on the south side of SR 128.</li> </ul>	

Workshop #2 Notes (cont.)

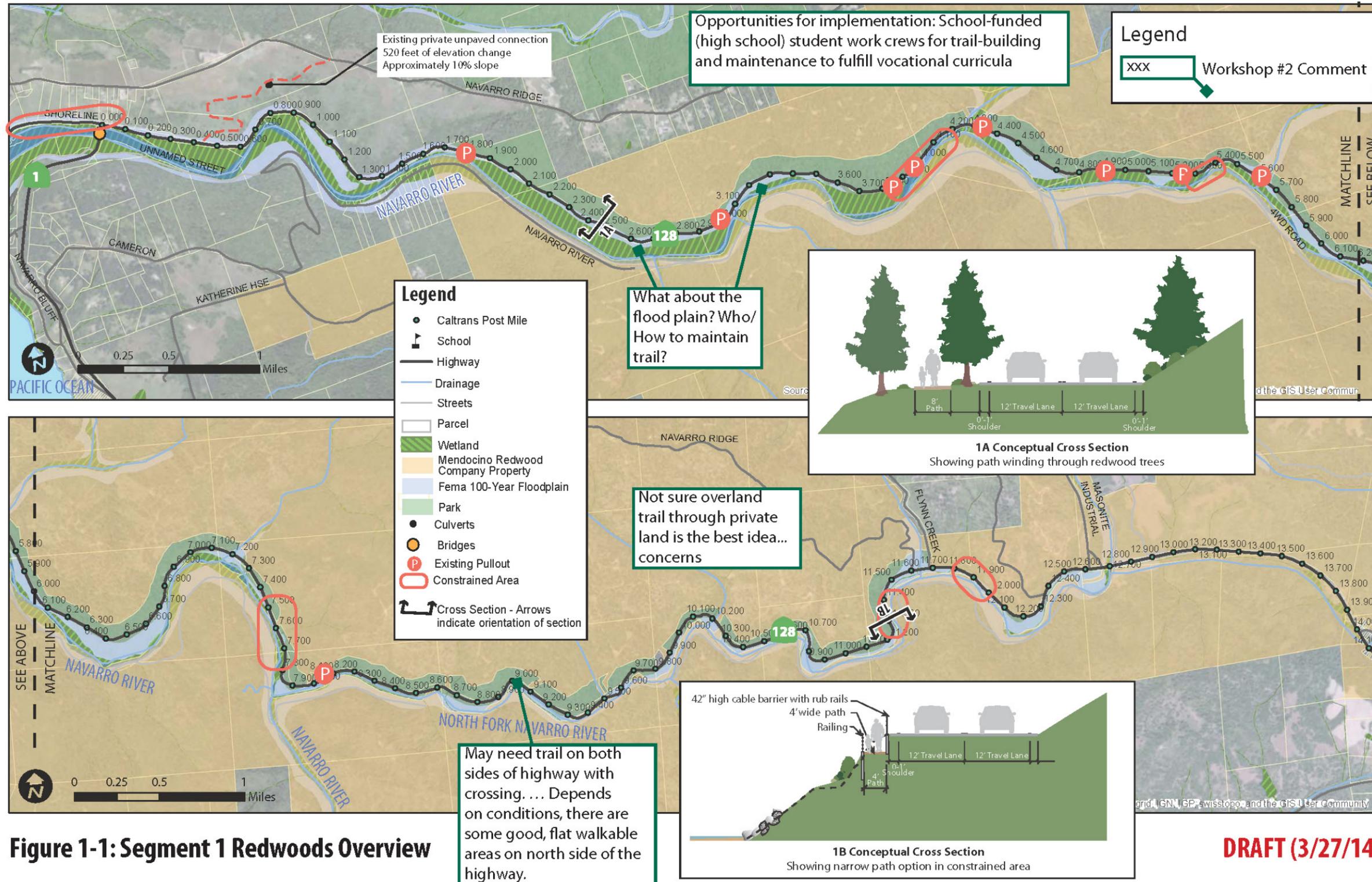


Figure 1-1: Segment 1 Redwoods Overview

DRAFT (3/27/14)

Workshop #2 Notes (cont.)

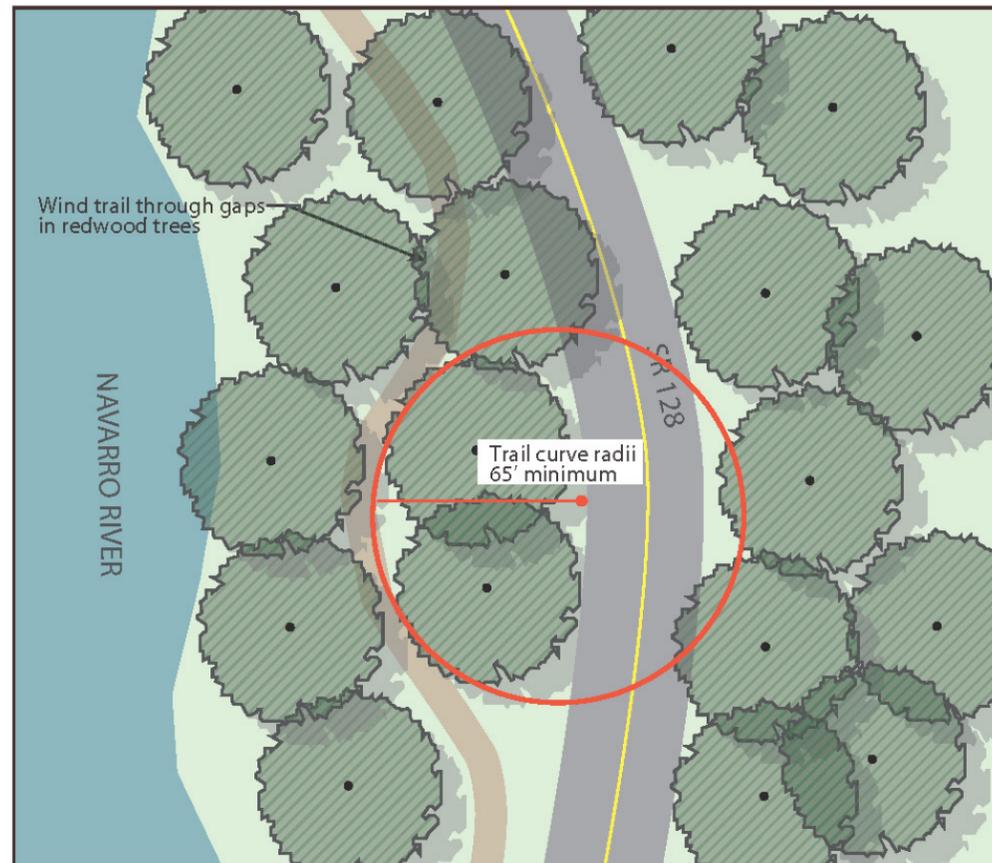


Figure 1-2: Conceptual Trail Alignment Through Redwoods

Set up trail head in the right place, a place that is already disturbed. Do it right. Without a restroom, there are implications. Long-term management problems and cost.

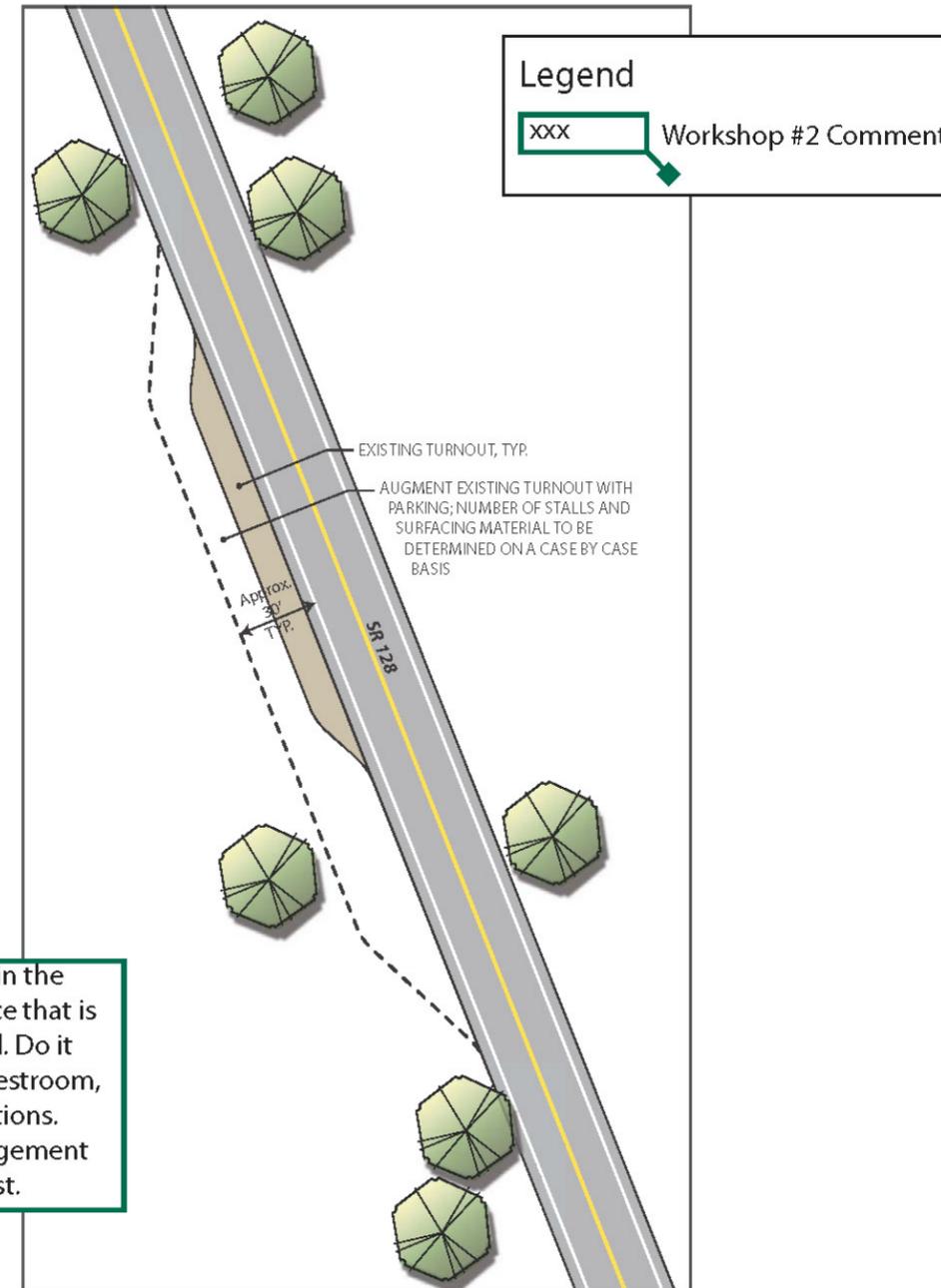


Figure 1-3: Conceptual Augmented Turnout

DRAFT (3/27/14)

Workshop #2 Notes (cont.)

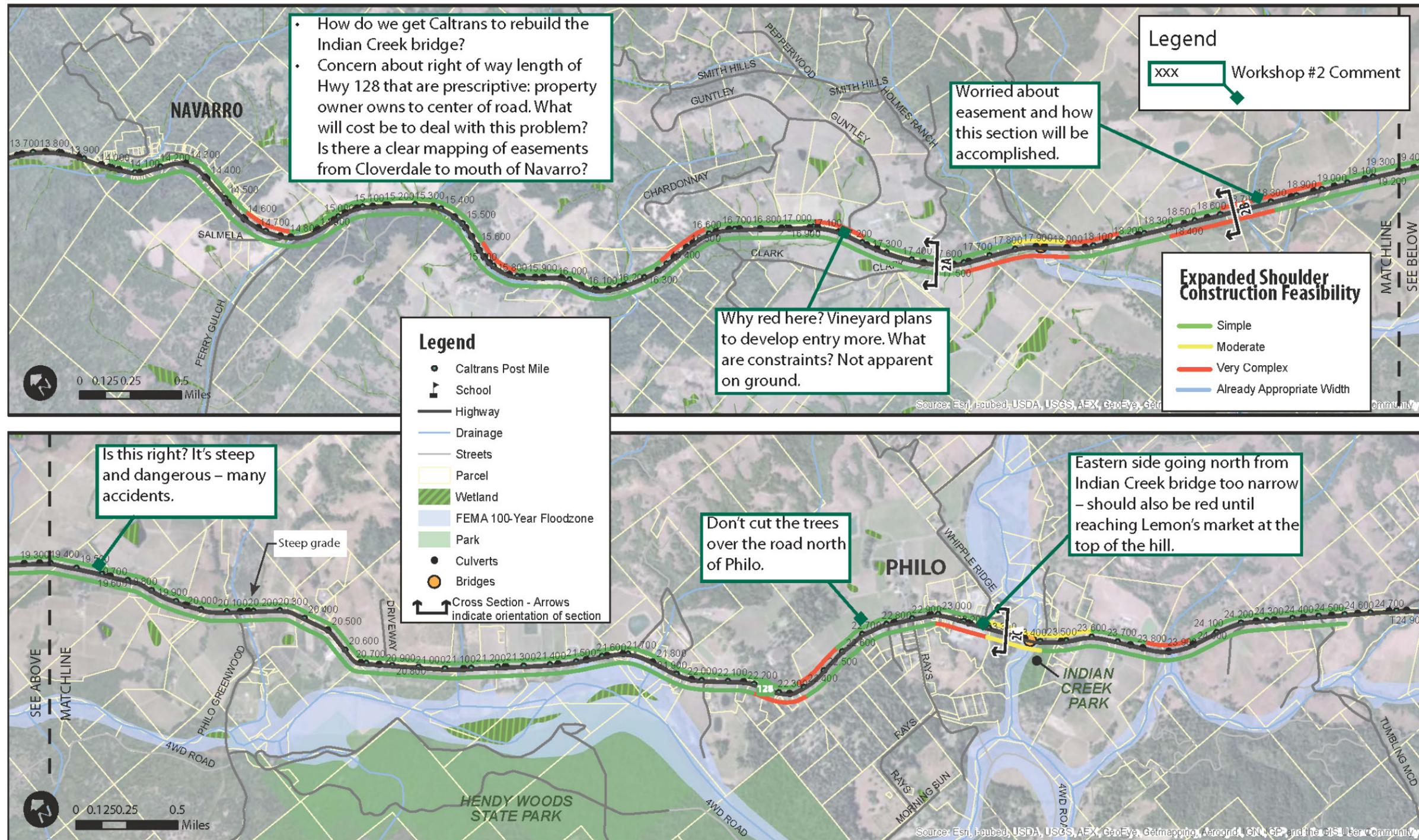
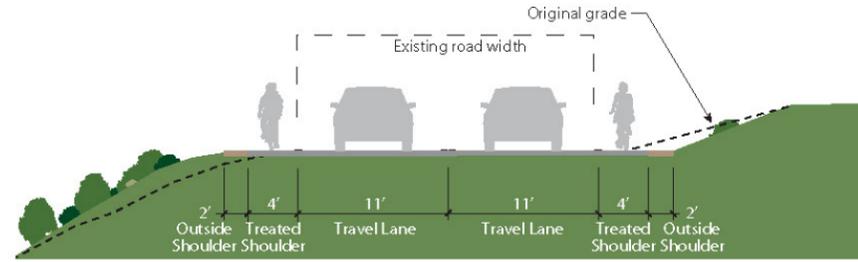


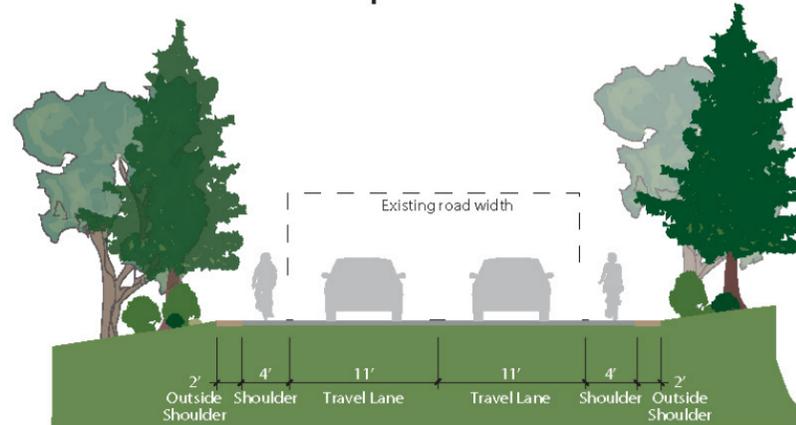
Figure 2-1: Segment 2 Upper Valley Overview

DRAFT (3/27/14)

Workshop #2 Notes (cont.)



2C Conceptual Cross Section



2A Conceptual Cross Section



2B Conceptual Cross Section

How about an off-road path?

Figure 2-2: Conceptual Cross Sections Showing Cut and Fill Along SR 128 (Segment 2: Upper Valley)

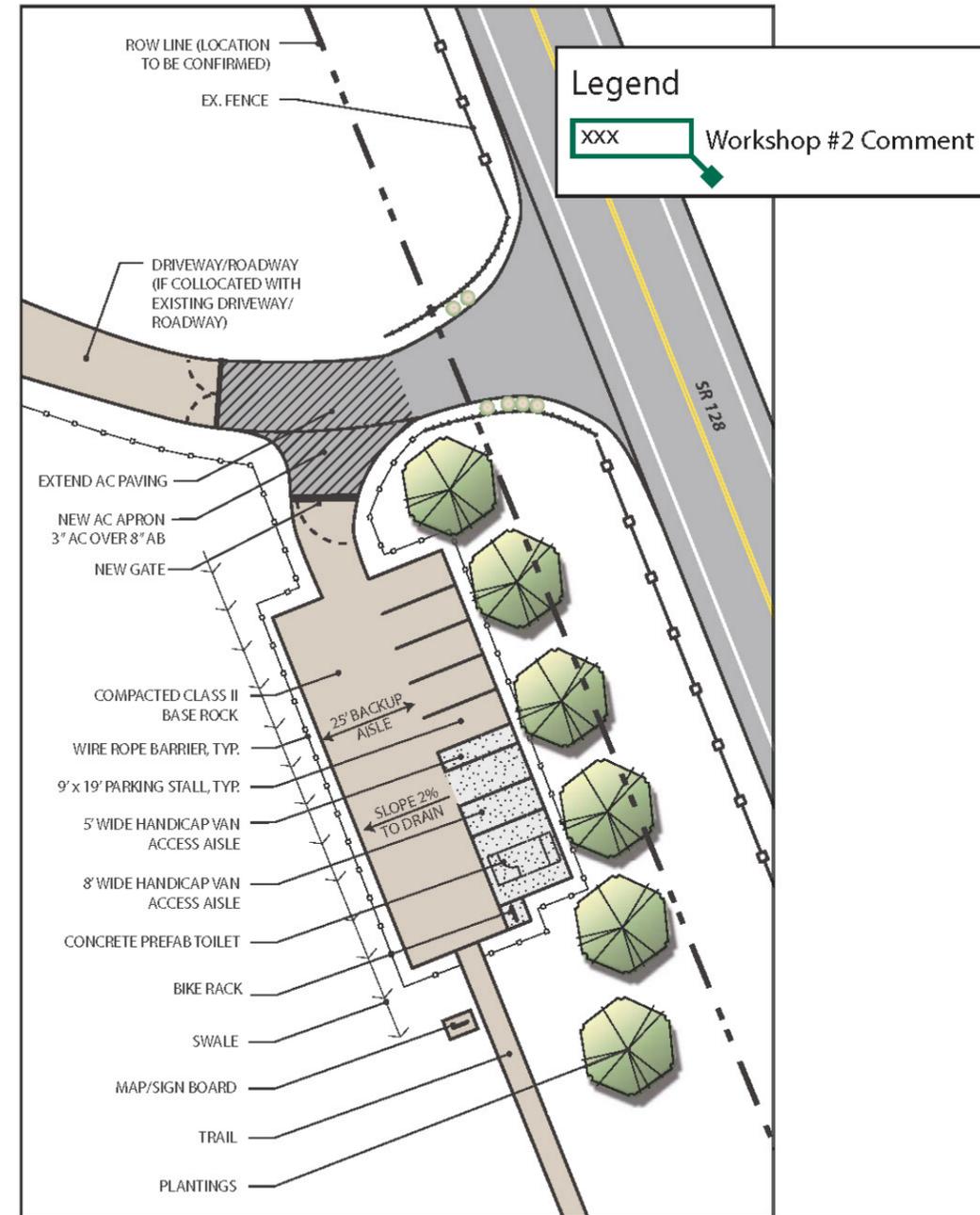
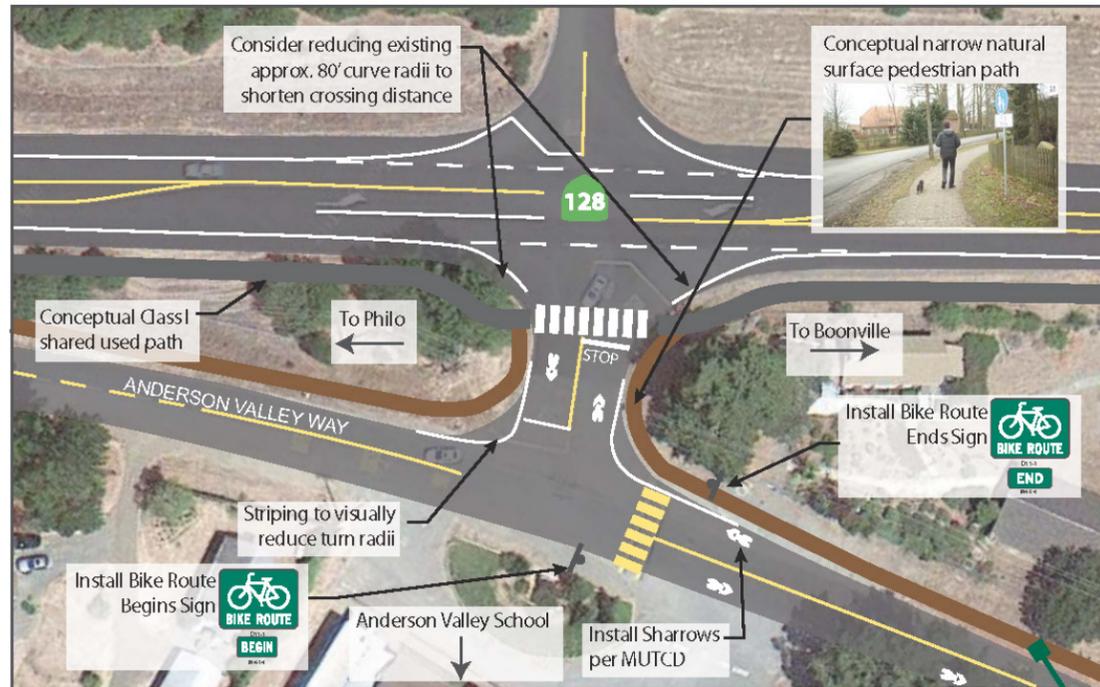


Figure 2-3: Conceptual Staging Area (Location To Be Determined)

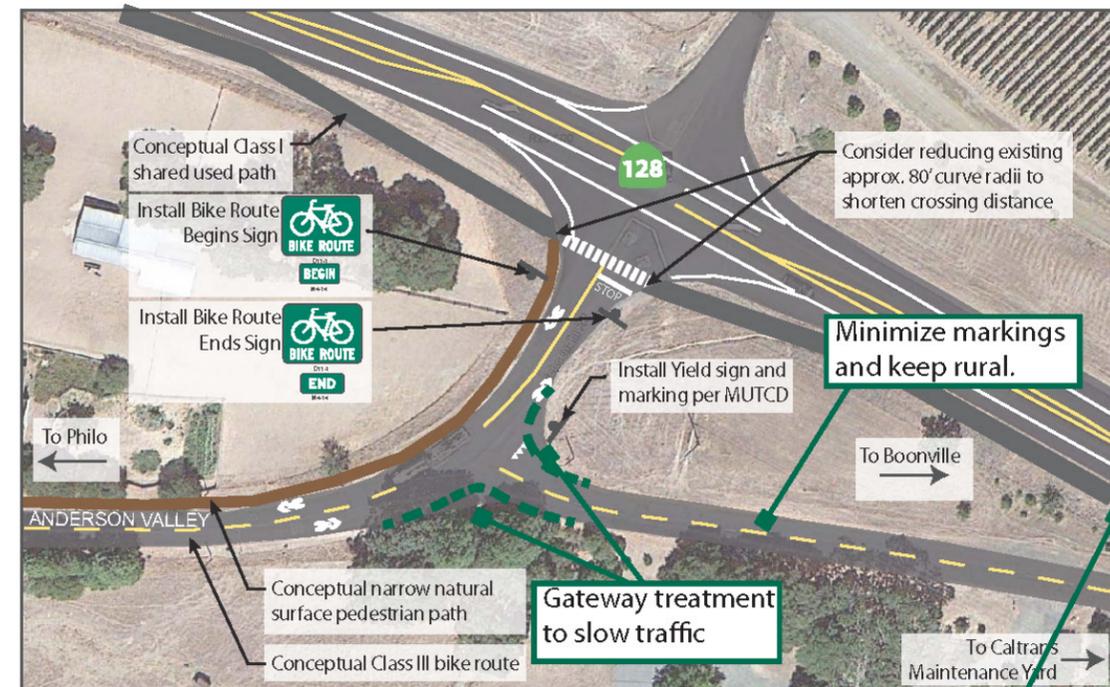
DRAFT (3/27/14)

Workshop #2 Notes (cont.)



**Figure 3-2: Northern Anderson Valley Way Entrance Enlargement**

If possible, a great benefit would be to make this path accessible to bikes/families/children on bikes.



**Figure 3-3: Southern Anderson Valley Way Entrance Enlargement**

Connection across Caltrans yard: add cantilevered ped/bike bridge crossing at bridge.

A path/pedestrian bridge to the high school would be safe for students who walk to school.

Legend

xxx Workshop #2 Comment

**DRAFT (3/27/14)**

Workshop #2 Notes (cont.)

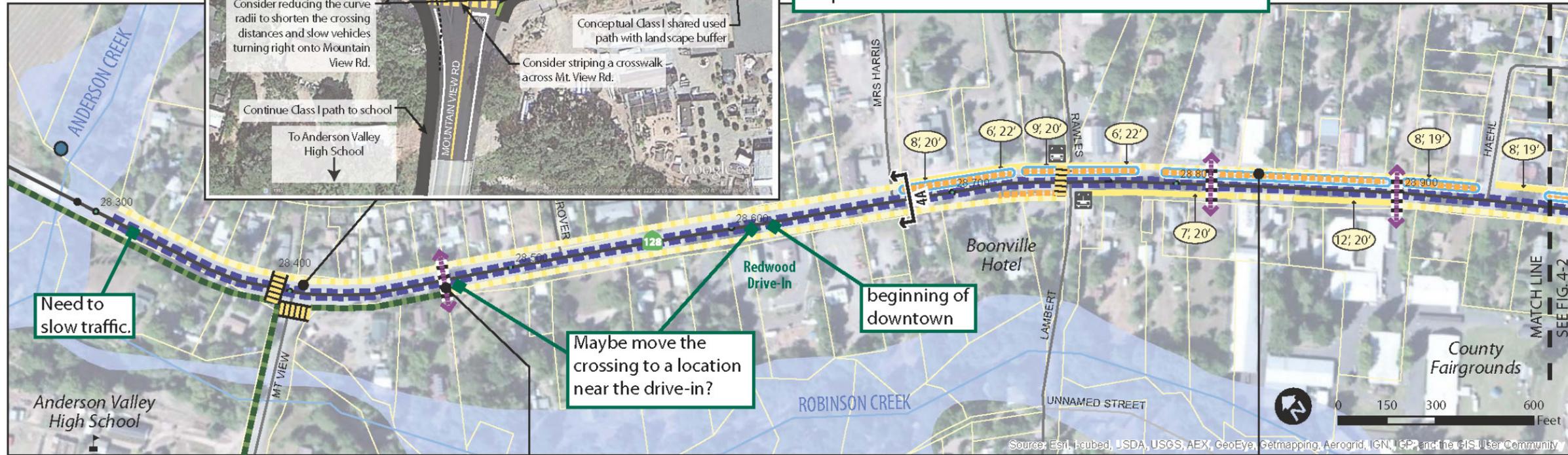
**Legend**

xxx Workshop #2 Comment

- Drivers in Booneville don't expect people to stop in front of them (e.g., as required for back-in angled parking).
- We can learn to back in to park – it may be more fun!
- May have overestimated parking loss. 60% sounds too high. Even 20% parking loss is a problem. Note impact on parking with design concepts.
- Need more aggressive slowing measures prior to entering Booneville on Philo.
- Once parking is designated, we will need ADA parking spaces.

**Conceptual Improvements to SR 128/Mt. View Road Intersection**

- Conceptual Class I shared used path with landscape buffer
- Consider striping a crosswalk across SR 128, possibly with a pedestrian refuge island and/or curb extensions
- Consider reducing the curve radii to shorten the crossing distances and slow vehicles turning right onto Mountain View Rd.
- Continue Class I path to school
- To Anderson Valley High School
- Consider striping a crosswalk across Mt. View Rd.



Need to slow traffic.

Maybe move the crossing to a location near the drive-in?

beginning of downtown

Existing		Proposed	
— Highway	— Crosswalk	— Sidewalk	— School
— Streets	— School	— Bike Lane	— Diagonal or Perpendicular Parking
• Caltrans Post Mile	— Diagonal or Perpendicular Parking	— Multi-Use Path	— Crosswalk
□ Parcel	— FEMA 100-Year Floodzone	— Crosswalk	— Enhanced Crosswalk
— Sidewalk (Approx. sidewalk width, Approx. distance between travel lane and face of curb)	— Drainage	— Back-In Angled Parking	— Back-In Angled Parking
○ x', xx'	• Culverts		
	• Bridges		
	• Bus Stop		

- Potential Enhanced Crossing Treatments:**
- Curb extensions
  - Pedestrian refuge island
  - Decorative paving
  - Advance yield lines
  - Pedestrian-scale lighting
  - Signage

Potential for back-in angled parking where diagonal or perpendicular parking currently occurs

**BACK-IN PARKING ONLY**  
IT'S AS EASY AS 1-2-3  
1. SIGNAL  
2. STOP  
3. BACK-IN

Three steps to back-in angled parking:  
1. Signal  
2. Stop  
3. Back in

Figure 4-1: Segment 4 Central Booneville Overview (West Half)

DRAFT (3/27/14)

Workshop #2 Notes (cont.)

**Legend**

xxx Workshop #2 Comment

Should count actual number of cars currently parking along highway.



Existing		Proposed	
— Highway	▬▬▬ Crosswalk	▬▬▬ Sidewalk	▬▬▬ Bike Lane
— Streets	▬▬▬ Diagonal or Perpendicular Parking	▬▬▬ Enhanced Crosswalk	▬▬▬ Back-In Angled Parking
● Caltrans Post Mile	P Off-Street Parking		
▭ Parcel	● Culverts		
▬ Sidewalk (Approx. sidewalk width, Approx. distance between travel lane and face of curb)			

Potential Gateway Treatments (see photos of curb extensions and pedestrian refuge island on previous page)



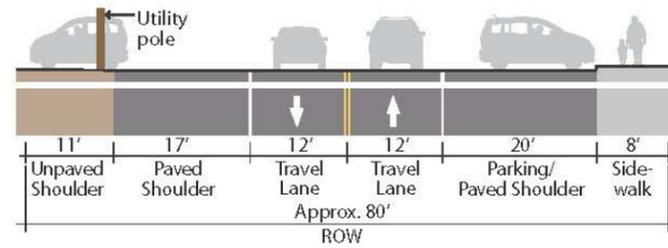
Figure 4-2: Segment 4 Central Boonville Overview (East Half)

DRAFT (3/27/14)

Workshop #2 Notes (cont.)

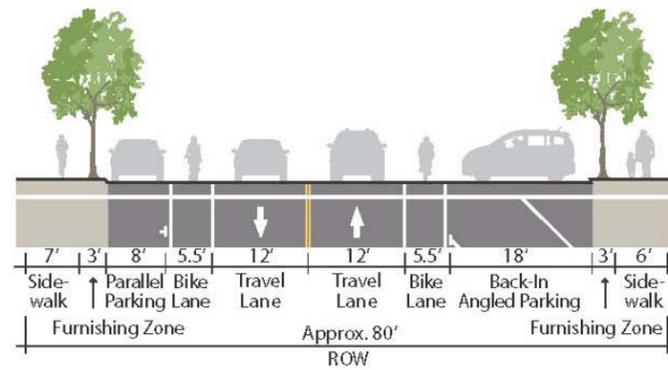
4A Cross Sections (facing northwest)

4A Existing Cross Section



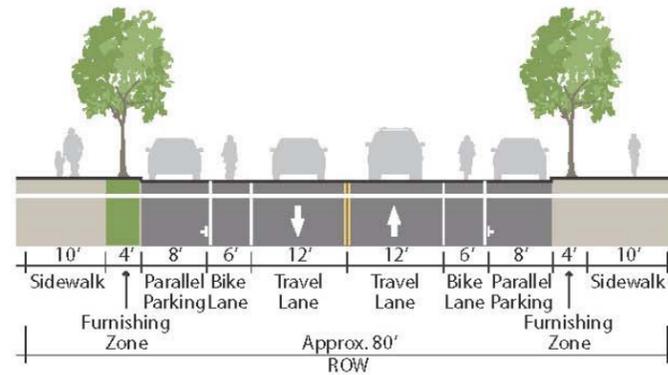
4A Conceptual Cross Section Option A

- Includes:
  - Sidewalks
  - Bike lanes
  - Back-in angled and parallel parking
  - Street trees



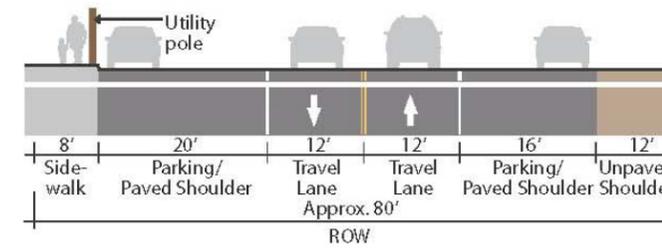
4B Conceptual Cross Section Option B

- Includes:
  - Sidewalks
  - Bike lanes
  - Parallel parking
  - Street trees



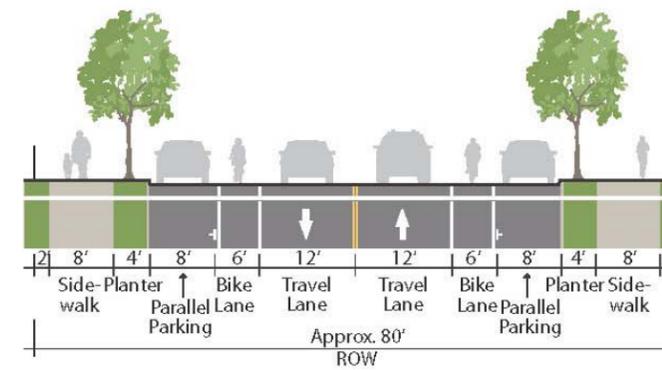
4B Cross Sections (facing northwest)

4B Existing Cross Section



4B Conceptual Cross Section

- Includes:
  - Sidewalks
  - Bike lanes
  - Parallel parking
  - Street trees in planter strip



DRAFT (3/27/14)

Workshop #2 Notes (cont.)

- The many accidents involving bikes in the Yorkville area may be more mythical than real. Check with CHP and Anderson Valley Fire Dept to verify. Colin Wilson (retired fire chief, 1992-2013) would have good info on bike collisions in Yorkville.
- Check with MCOE/SELPA or Alt Ed for "free" student workers – maintenance, construction. And, Boy Scouts of America troops looking to support community programs. All groups gather on the 2nd Thursday of each month.
- Still a hard section in which to build a bike trail. Hwy 253 might be a better route to the 101.

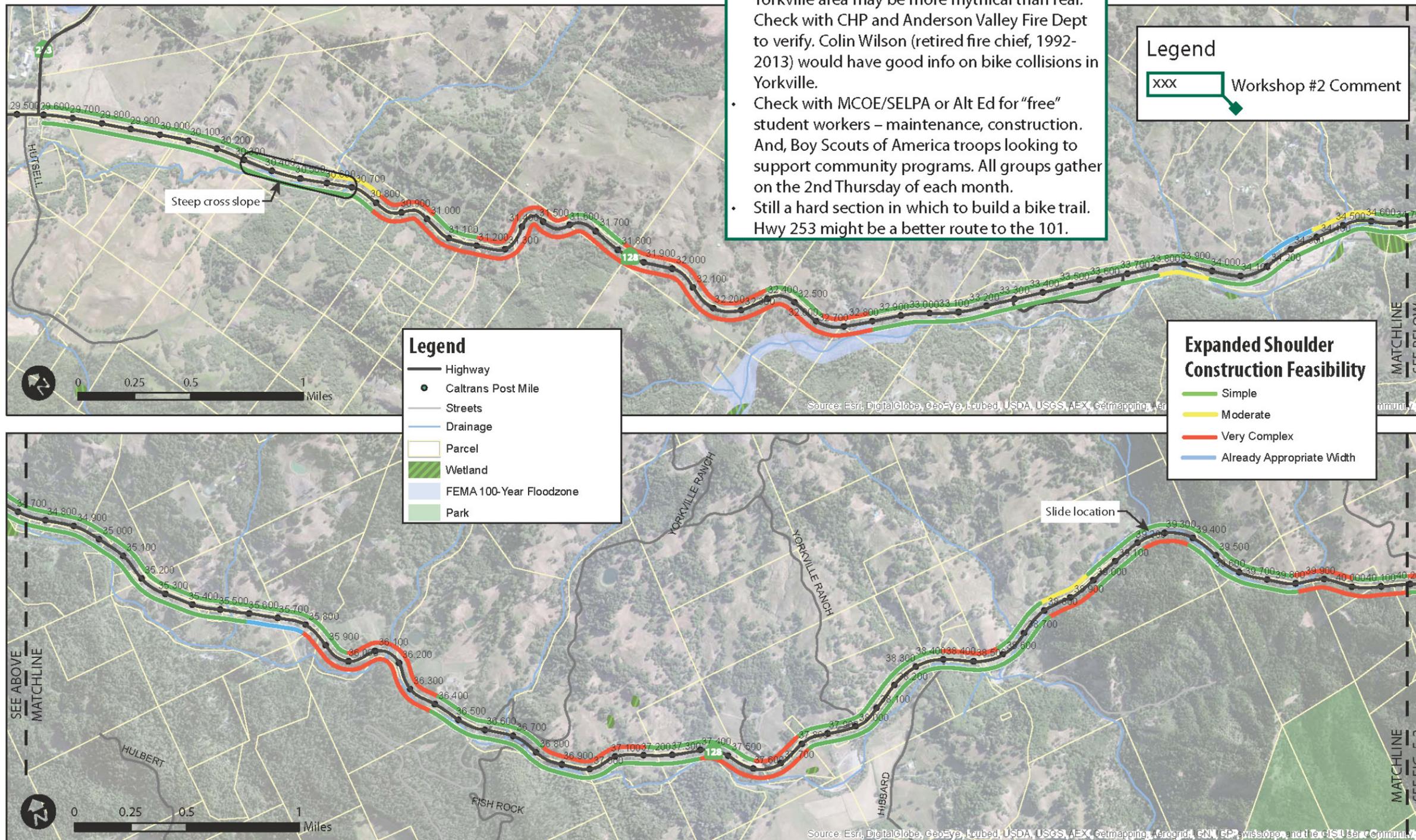


Figure 5-1: Segment 5 Hills and Valleys Overview (West Half)

DRAFT (3/27/14)

Workshop #2 Notes (cont.)

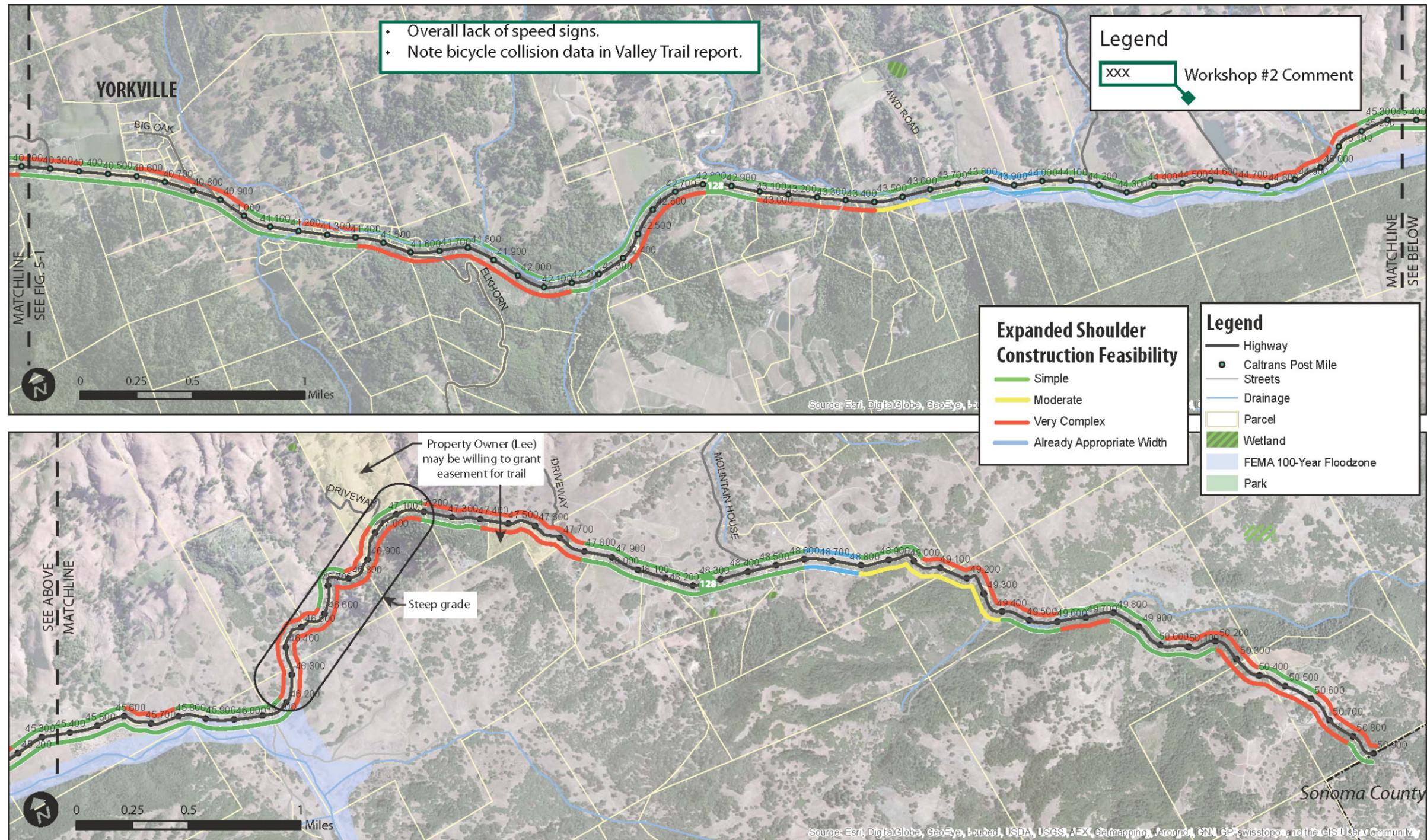


Figure 5-2: Segment 5 Hills and Valleys Overview (East Half)

DRAFT (3/27/14)



**Minutes**

**PROJECT** State Route 128 Corridor Valley Trail Feasibility Study in Mendocino County  
**SUBJECT** TAG Meeting#4 Minutes  
**VENUE** Boonville Hotel Conference Room

**ORGANIZER** Janet Orth/Kristin Maravilla  
**DATE** May 15, 2014  
**TIME** 10:00am -12:00pm

**Attendees**

At Hotel Conference Room

Janet Orth (MCOG); Kristin Maravilla (ALTA); TAG Members: Kathleen McKenna (AVCSD/Valley Trail), Patti Black (Mendocino County DOT); Rex Jackman (Caltrans), Jaime Holster (Caltrans). Deborah Cahn (Navarro Vineyards), Linda MacElwee (Navarro River Resource Center).

On Conference Call

Randy Anderson, Nora Daley-Peng (ALTA); Alison Pernel (LGC); Barbara Goodell (representing herself)

Item / Discussion	Action
<p><b>Welcome</b></p> <ol style="list-style-type: none"> <li>Kristin- welcomed everyone and provided an overview of the new (since the Admin Draft) sections to the Draft Report.</li> </ol>	
<p><b>Front End of Report Edits</b></p> <ol style="list-style-type: none"> <li>Acknowledgements – Alta received comments from Dave, John, and Janet.</li> <li>TOC – Pagination is off.</li> <li>Figures – Figure 1-2 should be 1-1</li> </ol>	Alta- Make formatting edits
<p><b>TAG Comments on Admin Draft Report</b></p> <p><b>Segment 1 – Redwoods</b></p> <ol style="list-style-type: none"> <li>Proposed off-highway path on adjacent lands is a high-level concept. More conversations would be needed with State Parks and MRC to explore possibilities such as seasonal public access, third-party trail management, purchases of small parcels to close short gaps in proposed ped/bike path.</li> <li>MRC decommissioned a road near North Fork. Possible walking, biking trail on the far side of the river.</li> </ol> <p><b>Segment 2 – The Upper Valley</b></p> <ol style="list-style-type: none"> <li>Philo/Hendy Woods connections. Be sensitive to private road/property issues. Access through private lands is uncertain. Therefore, it makes sense to focus improvements along the highway to Greenwood Rd to provide pedestrian connections between Philo and Hendy Woods State Park.</li> <li>Indian Creek Bridge is a real barrier to ped/bike connectivity. Q. Can you</li> </ol>	<p>Alta - Look into prioritizing a south side of highway path to between Philo and Hendy Woods.</p> <p>Alta-Move Seg 3 -Class I trail to mid-range</p>

<p>cantilever a pedestrian facility on the side of the existing bridge? A. It is usually most cost-effective to build a separate pedestrian bridge because cantilevered bridges demand a heavy structural load (designed for full pedestrian capacity) on an existing bridge that probably was not designed to bear that load.</p> <ol style="list-style-type: none"> <li>3. The Philo/Greenwood Bridge is being improved by the County. Sharrows will be added.</li> <li>4. Different approach for developing cost estimate for this segment. Look at the cost analysis of that sub-segment (i.e., Central Philo to Greenwood Rd) for each side of the highway (Randy).</li> </ol> <p><b>Segment 3 – The “New” Highway</b></p> <ol style="list-style-type: none"> <li>1. Class I – south side, but not all the way to Philo. There is a pitch point right before Philo (south of Grange).</li> <li>2. Class I trail should be moved to mid-range project (Rex).</li> </ol> <p><b>Segment 4 – Central Boonville Phased Implementation Approach</b></p> <ol style="list-style-type: none"> <li>1. Based on public comments and concerned about back-in angled parking, Alta developed options to be developed and vetted in the next phase of project.</li> <li>2. Proposed sidewalks in Central Boonville should be concerned as a mid- or long-range projects because improvements to this segment will require a comprehensive streetscape design to ensure all pieces (travel lanes, bike lanes, parking, sidewalks, and amenities) fit together.</li> </ol> <p><b>Segment 5 – Hills and Valleys</b></p> <ol style="list-style-type: none"> <li>1. Not recommending consistent shoulder improvements because of the extremely high cost associated with such improvements.</li> </ol>	<p>project.</p>
<p><b>Project Prioritization</b></p> <ol style="list-style-type: none"> <li>1. Add mid-range projects to the prioritization plan i.e. short (0-5 yrs), mid (5 -10 yrs), and long-range (10-20+ yrs) plans</li> <li>2. Short-range projects should include low-hanging fruit projects such as filling sidewalk and bike lane gaps and completing curb returns improvements.</li> <li>3. Trailhead(s) are a priority to give people a starting point to enjoy the early implementation of Valley Trail segments. Provide promotion maps of early implemented Valley Trail segments at trailheads and throughout the area.</li> <li>4. Short and mid-range projects should also concentrate on areas where improvements are needed most and will build interest and support for additional Valley Trail projects.</li> <li>5. Parking improvements to Central Boonville is a sensitive issue. It is a known challenge that Central Boonville as minimal side streets to accommodate off-street parking. Options for angled or parallel parking supplemented with possible shuttle service to Fairgrounds off-season parking and/or created off-street public</li> </ol>	<p>Alta - update prioritization plan will short-, mid, and long-range projects</p> <p>Alta- call staging areas trailheads.</p> <p>Alta- indent trailhead for Segment 1 long-range improvement so</p>

<p>parking lot will need to be explored and vetted in next phase of project.</p> <ol style="list-style-type: none"> <li>In the meantime, a phased approach that prioritizes improvements to the ends of downtown first will help concentrate improvements where they are needed most (ped/bike access to school at Mountain View Rd intersection and access to senior center and beyond to Route 253), calm traffic, and build momentum for the project.</li> <li>Note that implementation of any projects is dependent on funding. Target range of when a project is implemented may change depending on funding opportunities.</li> </ol>	<p>it doesn't look like a stand alone improvement.</p>
<p><b>Funding</b></p> <ol style="list-style-type: none"> <li>California's Active Transportation Program (ATP) could be a good funding source for prioritized segment improvements. Next round of ATP grant applications is in the Fall of 2014. Caltrans can partner and support projects but there needs to be a legible sponsor.</li> <li>For FHWA federal funding, project grant applications need to go through Caltrans.</li> <li>Start to match short-range projects with funding.</li> <li>Successful applications demonstrate community support. Projects should seek letters of support from Anderson Valley School District, Senior Citizen Center, Health Center, Chamber of Commerce, etc. Having the SR 128 Valley Trail Study in place is a good start to demonstrating effort and community support.</li> <li>Mendocino County just finished a state wide Safe Routes to School (SRTS) Plan. Recommended improvements in Segment 3 and 4 are consistent with SRTS Plan. SRTS funding is a subcategory of ATP.</li> <li>Caltrans District 1 will look for opportunities to implement low-hanging fruit (sidewalk gaps, crosswalks, striping, etc.) components of the SR 128 Valley Trail Study</li> </ol>	<p>Alta - clarify the ATP isn't TAP.</p>
<p><b>Public Review Comment Period</b></p> <ol style="list-style-type: none"> <li>The draft report was posted on MCOG and Caltrans websites.</li> <li>Community announcement was emailed to project stakeholders and posted to MCOG and Caltrans websites.</li> <li>Community announcement was made on local radio and listed in the AVA News.</li> <li>Three hardcopies were distributed to Boonville locations for public reviewing.</li> <li>Get the word out to the public to comment on the draft plan.</li> </ol>	
<p><b>Next Steps</b></p> <ol style="list-style-type: none"> <li>Presentation to the MCOG Board is June 2, 2014</li> </ol>	

2. Request for acceptance of plan by MCOG Board is August 18, 2014	
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## C GIS and Field Analysis Methodology

This appendix describes the methodology used to analyze two particularly long and complex study segments – Segment 2, generally from Navarro to east of Philo; and Segment 5, east of Boonville to the County line.

### C.1 GIS Background Data

The mapping was based on Geographic Information System (GIS) data collected from field inventory; inventory conducted using Google Earth and Streetview; Caltrans, Mendocino County, Google Maps, and other public sources. This included sources such as aerial photography, topographic contours, urbanized areas, place names, rivers and creeks, parcels, public roads and road names, parks and preserves.

### C.2 Caltrans Data

A substantial amount of data for the Study was provided by Caltrans District 1. Most of this was not in GIS form but was in table form with post mile references that were geo-referenced to the maps. This included traffic counts, collisions involving bicyclists or pedestrians, posted speed limit data, data on right-of-way conditions – whether owned in fee or by prescriptive rights (the former has a certain width; the latter provides rights only within the area of existing highway improvements), bridges and culverts, including information on bridges previously widened with bicycle and pedestrian facilities to current standards, and those currently being planned for improvements, and general data on cultural resources significance per 1/5-mile segment.

### C.3 Field Data Categories and Tables

The field data for Segments 2 and 5 were collected by driving the corridor using tablet computers to input observations of the environmental planner, engineer, and biologist. This planning-level assessment did not include point-specific data collection, given the many factors being inventoried over a 50-mile area. The study area was divided into 1/5-mile segments, and the relative presence or absence of the relevant conditions was assessed and recorded in an Excel table. Conditions were identified in “yes or no” terms (1 or 0 in the table), and each “1” was given a score and a cost based on the relative challenge presented for widening the highway shoulders.

Table C-1 presents examples of the conditions that were considered.

Table C-2 lists and defines the data classes in the spreadsheet.

The assessment table has separate tabs with conditions for the northbound (NB) or east side of the highway, and the southbound (SB) or west side of the highway.

**Table C-1: Field Data Classifications**

Shoulder Condition							Obstruction Type						Engr Environmental				Bridges			
Type A, 0' Existing	Type A, 3' Existing	Type A, 8' existing	Type B, 0' Existing	Type B, 3' Existing	Type B, 8' existing	Type C, 0' Existing	Guardrails	Culverts	Ditches and parallel drainages	Creek or Stream	Slope Stabilization/Rip Rap	Retaining Walls	Steep Driveways (Conform Needed)	Dense Tree Cover - Redwoods	Moderate Tree Cover - Redwoods	Other Significant Trees	Cultural Resources Present	Existing Ped Facilities - 4' sidewalks (min)	Existing Bike Facilities - 5' shoulders (min)	Length of Bridge

Potential Environmental			Observed Environmental			
Wetlands	Riparian	Creek or Drainage	Wetlands	Riparian	Creek or Drainage	Ditch

**Table C-2: Field Data Category Descriptions**

Column	Coding Guide*	Example Photo
Physical Factors		
Key_ID	1/5-Mile Segment	
Guardrails	At least 25 linear feet of guardrail was present in this segment	
Culvert	The total number of culverts present in each segment divided by the segment mileage to determine how many culverts are present in each 1/5-mile segment.	 
Ditches and Parallel Drainages	At least 25 linear feet of parallel ditch or drainage was present in this segment	
Creek or Stream	At least 25 linear feet of parallel creek or stream was present in this segment  Widening shoulder would impact creek bank	 

Column	Coding Guide*	Example Photo
Slope Stabilization / Riprap	At least 25 linear feet of slope stabilization/riprap was present in this segment	
Retaining Walls	At least 25 linear feet of a retaining wall was present in this segment	
Steep Driveways (Conform Needed)	At least one steep driveway with little or no flat run-out was present in this segment	
Dense Tree Cover- Redwoods	At least 10 redwood trees (>24" DBH) in this segment	

<p>Moderate Tree Cover - Redwoods</p>	<p>At least two redwood trees (&gt;24"DBH) in this segment</p>	
<p>Other Significant Trees/Dense Vegetation</p>	<p>At least two other significant trees (&gt;18"DBH) in this segment</p>	
<p>Requires Right-of-Way Acquisition</p>	<p>The alignment passes through private property in this segment</p>	
<p>Bridges - (Existing) Pedestrian Facilities - 4' Min. Sidewalks</p>	<p>Number of bridges with a min. 4-foot wide sidewalk present in this segment</p>	
<p>Bridges - (Existing) Bicycle Facilities - 5' Min. Shoulders</p>	<p>Number of bridges with min. 5-foot wide shoulders present in this segment</p>	

Bridges- Length	Total linear feet in this segment	
Type A	<p>0%-40% slope directly adjacent to paved shoulder</p> <p>Minimal grading required to widen shoulder</p>	
Type B	<p>40%-100% slope directly adjacent to paved shoulder</p> <p>Moderate grading required to widen shoulder</p>	
Type C	<p>&gt;100% slope directly adjacent to paved shoulder</p> <p>Significant grading required to widen shoulder. May require viaduct or cantilevered structures</p>	
Shoulder Width	<p>0' – encompasses paved shoulder of 0'-1' width</p> <p>3' – encompasses paved shoulder of 1'-8' width</p> <p>8' – encompasses paved shoulder of &gt;8' width</p>	
<p>* Parameters for physical factors potentially impacted by widening for pedestrian and/or bicycle facilities.</p>		

## C.4 Biological/Environmental Field Inventory Notes

The following categories were assessed by biologists in the field and recorded as a yes/no to being present in each 1/5-mile segment.

### Potential Wetland

Areas were observed adjacent to pavement that could be impacted with addition of trail that could potentially meet definition of USACE jurisdictional wetland, but without further field investigation it is uncertain whether these areas are jurisdictional.

### Observed Wetland

Areas were observed adjacent to pavement that could be impacted with addition of trail that likely meet definition of USACE jurisdictional wetland.

### Potential Riparian

Areas were observed that could be considered riparian if adjacent to jurisdictional creek (CDFW/RWQCB and/or local jurisdiction). Without further field investigation and coordination with potential jurisdictional agencies, it is uncertain whether these areas are jurisdictional.

### Observed Riparian

Areas were observed that are likely considered riparian as vegetation corridor and plant species appeared adjacent to likely jurisdictional creek (CDFW and/or local jurisdiction).

### Potential Creek or Drainage

Areas were noted that are potentially jurisdictional creek or drainages (USACE/CDFW/RWQCB and/or local authorities), yet due to drought and lack of moisture, and without further field investigation and coordination with potential jurisdictional agencies, it is uncertain whether these areas are jurisdictional.

### Observed Creek or Drainage

Creek and drainages were noted that are likely jurisdictional creek or drainages (USACE/CDFW/RWQCB and/or local authorities).

### Observed Ditch

Ditches were noted along road edge that might meet definition of jurisdictional drainages by USACE/RWQCB and/or local authority if under normal wet year water holds long enough to form wetland conditions within the ditches, but without further field investigation and coordination with jurisdictional agencies it is uncertain whether these areas are jurisdictional.

### C.4.1 Potential Impacts to Cultural and Historic Resources

Information was provided by a Caltrans archaeologist indicating whether cultural and historic resources may be present within each 1/5-mile study segment along State Route 128. These locations are estimates

based on information available to the archaeologist from previous archaeological surveys along the route within Caltrans right of way. Currently little information is available outside Caltrans right of way along this route. An archaeological survey report must be prepared for any proposed project that includes areas that have not had an archaeological survey conducted. Where cultural or historic resources are present significant studies and mitigation could potentially be required, and the resources could be a factor in the feasibility of the project. Consultation with Native American Tribes will need to occur as part of this process, which is described in more detail in the Study.

## C.5 Analysis Maps

The Study data sets are all referenced geographically, so any factor or combination of factors can be selected and displayed on GIS maps. A series of maps was created to provide an overview of the field inventory results for Segments 2 and 5, which were the only segments analyzed with this methodology. These maps reflect the cumulative scores of the conditions and constraints factors listed in Tables C-1 and C-2 for each 1/5-mile of the highway, including existing shoulder width, adjacent slopes types and severity, various types of obstructions, and various types of environmental resources.

The maps show results for the opportunities and constraints to widen the shoulders to provide a 4-foot paved shoulder and 2-foot unpaved clear area. The analysis has separate results for each side of the highway. Blue bands indicate that widened shoulders are already present. Blue, green, yellow, and red reflect the range of widening constraint scores/costs from low to high.

Blue segments represent areas that are currently wide enough to accommodate a 4-foot shoulder. No further widening or improvements are necessary.

Green segments represent areas where it would be simple to widen the shoulder. Minor grading, vegetation removal and drainage improvements would be required.

Yellow segments represent areas where it would be moderately complex to widen the shoulder. Moderate grading, vegetation removal and drainage improvements would be required.

Red segments represent areas where it would be very complex to widen the shoulder. Major grading, vegetation removal, and drainage improvements would be required. Retaining walls would also need to be constructed.

## D Cost Estimates

### D.1 Overview

The Segment 1 cost estimate (Table D-1) was prepared based on costs for comparable projects. The trail through the redwoods is a very high-level concept and cost estimate is correspondingly approximate. The design and cost will need to be refined as the project proceeds to more detailed stages.

The Segment 2 shoulder widening cost estimate in was calculated in a GIS spreadsheet on a per 1/5-mile basis, and aggregated. This spreadsheet is too extensive to present in this document and will be provided separately.

Table D-2 presents the cost estimate for Segment 3 improvements (i.e., a Class I bike path paralleling SR 128 and improvements on Anderson Valley Way). This was prepared based on the engineered cross-sections and costs used for the GIS analysis, but applied to the specific length of conditions for the Class I bike path as observed in the field, augmented by unit prices and estimated quantities for the improvements along Anderson Valley Way.

Tables D-3 and D-4 present the cost estimate for Segment 4 improvements in Boonville. These cost estimates were prepared in conventional planning-level estimate fashion, using typical unit prices and quantity take-offs. Short-range improvements include colored shoulders/bike lanes, sidewalks with street trees north and south of downtown, intersection improvements at Mountain View Road, advance warning signage and yield lines at all crosswalks, and curb extensions at crosswalks north and south of downtown. Mid-range improvements would be focused through downtown Boonville and include sidewalks with street trees, parking delineation, bike lanes, and curb extensions at crossings. This project depends on the support of the Boonville business community and on the ability to secure grants for the highway improvements.

The cost for shoulder widening in Segment 5 was calculated using the same methodology as shoulder widening in Segment 2. This spreadsheet will be provided separately.

The cost estimates presented in this Appendix include planning, design, construction, and other anticipated implementation steps. These planning-level estimates required numerous assumptions about the details of construction and associated requirements. The estimate and assumptions reflect data available to the consultant team based on similar projects.

**Table D- 1: Segment 1 Cost Estimate - 4' to 8' Wide Trail**

No.	Description	Qty.	Unit	Unit Cost	Cost	Notes	
1	<b>Earthwork</b>						
1.1	Clearing and Grubbing	696,432	SF	\$0.25	\$174,108	For all areas with new trail	
1.2	Excavation and Grading	265,874	CF	\$1.00	\$265,874	Assume Type C quantities	
	Sub-total				\$439,982		
2	<b>Concrete Work and Asphalt Paving - Includes Concrete Curbs, 4" PCC Sidewalk, Pedestrian Ramps, Trail, Retaining Walls, Misc.</b>						
2.1	Construct AC Path 8'-Wide with 2' Shoulders in Unconstrained Areas	534,336	SF	\$4.00	\$2,137,344		
2.2	Construct AC Path 4'-wide in Constrained Areas	28,512	SF	\$4.00	\$114,048		
2.3	Aggregate Base (shoulders, under trail)	696,432	SF	\$1.50	\$1,044,648		
2.4	Reinforced Concrete Retaining Wall - Per Face Square Foot (FSF) Assume 5' Average Height	35,640	FSF	\$150.00	\$5,346,000	Per face square foot (FSF) - includes 2'-wide concrete ditch behind wall	
2.5	Rub Rail Fence	14,256	LF	\$25.00	\$356,400		
	Sub-total				\$8,998,440		
3	<b>Signs and Pavement Markings - Includes Painted Traffic Lines and Markings on Pavement, and Traffic Signage</b>						
3.1	Trail Signage	73,920	LF	\$0.50	\$36,960		
	Sub-total				\$36,960		
	<b>SUBTOTAL</b>					<b>\$9,475,382</b>	
	ESTIMATING CONTINGENCY				35%	\$3,316,384	
	SURVEYING				2.5%	\$236,885	
	PLANS, SPECIFICATIONS AND ENGINEERING				10%	\$947,538	
	ENVIRONMENTAL PERMITTING				10%	\$947,538	
	MITIGATION				2%	\$189,508	
	CONSTRUCTION ENGINEERING				10%	\$947,538	
	<b>TOTAL</b>					<b>\$16,060,773</b>	

Notes This estimate assumes trail surfacing to be asphalt.

Estimate assumes entire trail will be located along the southside of SR 128 between the highway and the river and assumes there is room for at least a 4' trail in the constrained areas

**Table D-2: Segment 3 Cost Estimate – Class I Bike Path and Anderson Valley Way Improvements**

No.	Description	Qty.	Unit	Unit Cost	Cost	Notes
<b>1</b>	<b>Sitework, Demolition and Removal - Includes All Demolition, Site Preparation for all Construction; Temporary Construction Fencing</b>					
1.1	Remove Existing Trees	3,696	LF	\$7.10	\$26,242	Assume 25 Trees/mile@\$1500 where indicated
	Sub-total				\$26,242	
<b>2</b>	<b>Earthwork</b>					
2.1	Clearing and Grubbing	280,896	SF	\$0.25	\$70,224	For all areas with new trail
2.2	Excavation and Grading	295,416	CF	\$1.00	\$295,416	Assume Type C quantities
	Sub-total				\$365,640	
<b>3</b>	<b>Concrete Work and Asphalt Paving - Includes Concrete Curbs, 4" PCC Sidewalk, Pedestrian Ramps, Class I Trail, Retaining Walls, Misc.</b>					
3.1	Construct AC Path 10'-wide with 2' shoulders (assume 0.25' thick)	200,640	SF	\$4.00	\$802,560	
3.2	Aggregate Base (shoulders, under trail)	280,896	SF	\$1.50	\$421,344	
3.3	Curb Ramp with Truncated Dome Surface	6	EA	\$2,200.00	\$13,200	
3.4	Reinforced Concrete Retaining Wall - Per Face Square Foot (FSF) Assume 5' Average Height	39,600	FSF	\$150.00	\$5,940,000	Per face square foot (FSF) - includes 2'-wide concrete ditch behind wall
3.5	Rub Rail Fence	27,984	LF	\$25.00	\$699,600	
3.6	New Bike/Ped Bridge over Anderson Creek	1	EA	\$500,000.00	\$500,000	Pre-fabricated structure
3.7	Construct Natural Surface 4'-wide Recreational Trail Along Anderson Valley Way	56,560	SF	\$4.00	\$226,240	
3.8	Anderson Valley Way Signage	1	LS	\$7,000.00	\$7,000	
3.9	Install Sharrows Along Anderson Valley Way	113	EA	\$225.00	\$25,452	Sharrows placed every 250'
	Sub-total				\$8,635,396	
<b>4</b>	<b>Signs and Pavement Markings - Includes Painted Traffic Lines and Markings on Pavement, and Traffic Signage</b>					
4.1	High Visibility Crosswalk Markings	3	EA	\$2,000.00	\$6,000	
4.2	Trail Striping and Signage	20,064	LF	\$4.00	\$80,256	
	Sub-total				\$86,256	
<b>SUBTOTAL</b>					<b>\$9,113,534</b>	
				ESTIMATING CONTINGENCY	30%	\$2,734,060
				SURVEYING	2.5%	\$227,838
				PLANS, SPECIFICATIONS AND ENGINEERING	10%	\$911,353
				ENVIRONMENTAL PERMITTING	8%	\$729,083
				MITIGATION	2%	\$182,271
				CONSTRUCTION ENGINEERING	10%	\$911,353
<b>TOTAL</b>					<b>\$14,809,492</b>	

**Table D-3: Segment 4 Cost Estimate – Short-Range Boonville Improvements**

No.	Description	Qty.	Unit	Unit Cost	Cost	Notes
1	Sitework, Demolition and Removal - Includes All Demolition, Site Preparation for all Construction; Temporary Construction Fencing					
1.1	Sawcut Pavement	6,131	LF	\$5.00	\$30,655	
1.2	Remove AC Pavement	3,066	SF	\$0.25	\$766	Assume Removal of 6" per LF where sidewalk is being installed
	Sub-total				\$31,421	
2	Earthwork					
2.1	Clearing and Grubbing	55,253	SF	\$0.25	\$13,813	
2.2	Soil for New Landscape Areas	33	CY	\$10.00	\$334	Assume 5'x5'x6" tree pit for each tree
	Sub-total				\$14,147	
3	Concrete Work and Asphalt Paving - Includes Concrete Curbs, 4" PCC Sidewalk, Pedestrian Ramps, Class I Trail, Retaining Walls, Misc.					
3.1	Construct Curb & Gutter	6,131	LF	\$45.00	\$275,895	
3.2	Construct 4" PCC Sidewalk	57,125	SF	\$10.00	\$571,245	
3.3	Construct AC Path 10' Wide with 2' Shoulders (assume 0.25' thick)	3,250	SF	\$4.00	\$13,000	
3.4	Aggregate Base (shoulders, under trail/sidewalks)	55,253	SF	\$1.50	\$82,880	
3.5	Curb Ramp with Truncated Dome Surface	12	EA	\$2,200.00	\$26,400	
3.6	Rub Rail Fence	325	LF	\$25.00	\$8,125	
3.7	Curb Extension/Median Refuge with Decorative Pavers	840	SF	\$20.00	\$16,800	Assumes 168 SF per curb extension
	Sub-total				\$994,345	
4	Planting					
4.1	24" Box Trees with Root Barriers, Tree Grates	72	EA	\$2,200.00	\$159,808	Assume 50' OC
4.2	Irrigation Meter/Connection, Backflow, Controller, Mainline, Lateral Line	1	LS	\$15,000.00	\$15,000	
	Sub-total				\$174,808	
5	Signs and Pavement Markings - Includes Painted Traffic Lines and Markings on Pavement, and Traffic Signage					
5.1	High Visibility Crosswalk Markings	2	EA	\$1,500.00	\$3,000	
5.2	Advance Stop Bar (limit line) or Yield Markings	5	SF	\$10.00	\$50	
5.3	STOP Pavement Marking	1	EA	\$200.00	\$200	
5.4	Roadside Signs	5	EA	\$550.00	\$2,750	
5.5	Bike Lane Striping and Signage	17,952	LF	\$6.00	\$107,712	
5.6	Colored Asphalt for Bike Lanes	89,760	SF	\$5.00	\$448,800	
	Sub-total				\$562,512	
SUBTOTAL					\$1,777,233	
				ESTIMATING CONTINGENCY	25%	\$44,308
				SURVEYING	2.5%	\$44,431
				PLANS, SPECIFICATIONS AND ENGINEERING	10%	\$117,723
				ENVIRONMENTAL PERMITTING	8%	\$142,179
				MITIGATION	2%	\$35,545
				CONSTRUCTION ENGINEERING	10%	\$177,723
TOTAL					\$2,799,142	

**Table D-4: Segment 4 Cost Estimate – Mid-Range Boonville Improvements**

No.	Description	Qty.	Unit	Unit Cost	Cost	Notes
<b>1</b>	<b>Sitework, Demolition and Removal - Includes All Demolition, Site Preparation for all Construction; Temporary Construction Fencing</b>					
1.1	Sawcut Pavement	2,499	LF	\$5.00	\$12,495	
1.2	Remove AC Pavement	1,250	SF	\$0.25	\$312	Assume Removal of 6' per LF where sidewalk is being installed
	<b>Sub-total</b>				<b>\$12,807</b>	
<b>2</b>	<b>Earthwork</b>					
2.1	Clearing and Grubbing	23,741	SF	\$0.25	\$5,935	
2.2	Soil for New Landscape Areas	23	CY	\$10.00	\$230	Assume 5'x5'x6" tree pit for each tree
	<b>Sub-total</b>				<b>\$6,165</b>	
<b>3</b>	<b>Concrete Work and Asphalt Paving - Includes Concrete Curbs, 4" PCC Sidewalk, Pedestrian Ramps, Class I Trail, Retaining Walls, Misc.</b>					
3.1	Construct Curb & Gutter	2,499	LF	\$45.00	\$112,455	
3.2	Construct 4" PCC Sidewalk	23,741	SF	\$10.00	\$237,405	
3.3	Aggregate Base (shoulders, under trail/sidewalks)	23,741	SF	\$1.50	\$35,611	
3.4	Curb Ramp with Truncated Dome Surface	12	EA	\$2,200.00	\$26,400	
3.5	Curb Extension/Median Refuge with Decorative Pavers	840	SF	\$20.00	\$16,800	Assumes 168SF per curb extension
	<b>Sub-total</b>				<b>\$428,671</b>	
<b>4</b>	<b>Planting</b>					
4.1	24" Box Trees with Root Barriers, Tree Grates	50	EA	\$2,200.00	\$109,956	Assume 50' OC
4.2	Irrigation Meter/Connection, Backflow, Controller, Mainline, Lateral Line	1	LS	\$15,000.00	\$15,000	
	<b>Sub-total</b>				<b>\$124,956</b>	
<b>5</b>	<b>Signs and Pavement Markings - Includes Painted Traffic Lines and Markings on Pavement, and Traffic Signage.</b>					
5.1	Advance Stop Bar (limit line) or Yield Markings	5	SF	\$10.00	\$50	
5.2	STOP Pavement Marking	1	EA	\$200.00	\$200	
5.3	Roadside Signs	5	EA	\$550.00	\$2,750	
5.4	4" Thermoplastic Traffic Stripe	2,988	LF	\$4.00	\$11,952	Parking stalls - number taken from parking survey approx. 166 stalls
5.5	Bike Lane Striping and Signage	8,448	LF	\$6.00	\$50,688	
5.6	Colored Asphalt for Bike Lanes	42,240	SF	\$5.00	\$211,200	
	<b>Sub-total</b>				<b>\$276,840</b>	
<b>SUBTOTAL</b>					<b>\$849,439</b>	
				ESTIMATING CONTINGENCY	25%	\$212,360
				SURVEYING	2.5%	\$21,236
				PLANS, SPECIFICATIONS AND ENGINEERING	10%	\$84,944
				ENVIRONMENTAL PERMITTING	8%	\$67,955
				MITIGATION	2%	\$16,989
				CONSTRUCTION ENGINEERING	10%	\$84,944
<b>TOTAL</b>					<b>\$1,337,867</b>	

Mid-range improvements only include improvements made to downtown Boonville (PM 28.6-29.0)

## D.2 GIS Analysis Cost Estimate Methodology

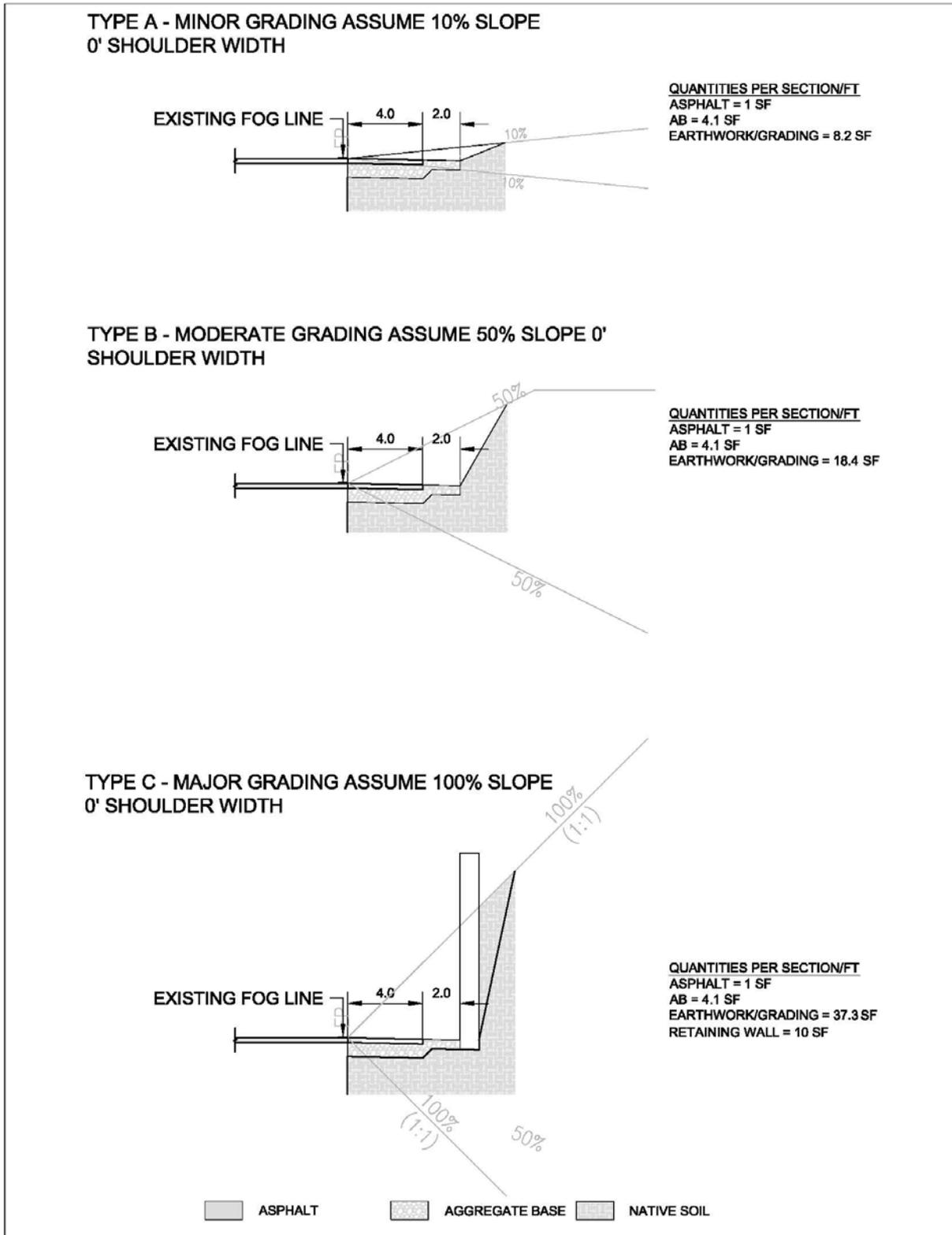
Planning-level costs for shoulder widening in Segments 2 and 5 were calculated in the GIS spreadsheet on a per 1/5-mile basis, and aggregated. These spreadsheets are too extensive to present in this document and will be provided separately upon request. Cost estimates were prepared for the potential improvement segments using the data in the Field Data Spreadsheet, supplemented by review of conditions in Google Earth and Streetview. The first step was to classify each 1/5-mile sub-segment's northbound (NB) and southbound (SB) sides into the most applicable improvement type, consistent with the conceptual improvement types illustrated in Chapter 7 of the Study Report.

### D.2.1 Conceptual Engineered Cross-Sections

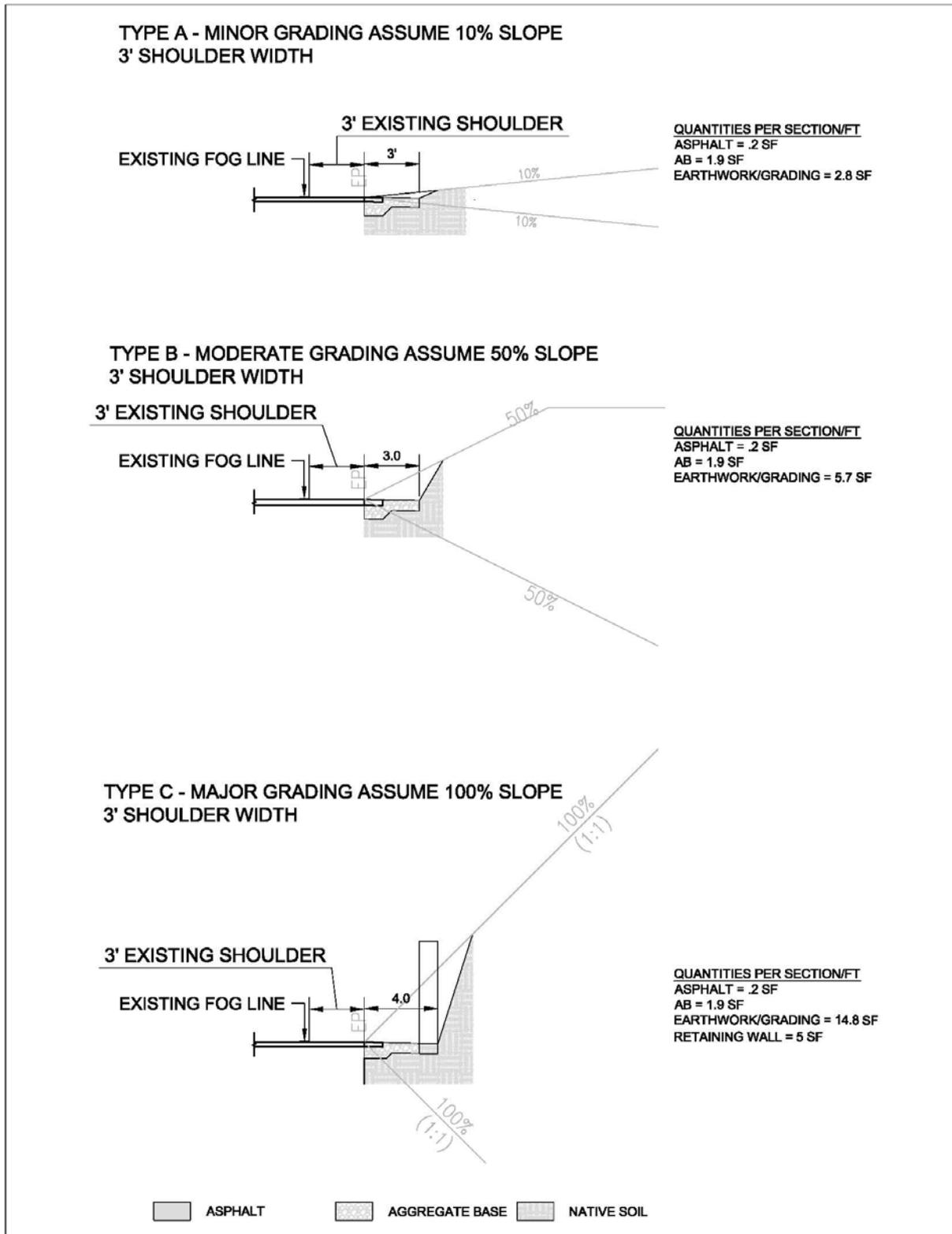
A series of detailed conceptual engineered cross-sections (see Figure D-11) was prepared to provide a basis for estimating quantities for grading, paving, walls, guardrail, and other construction elements. These reflect several variables. The engineered cross-sections are examples and do not reflect all potential variations in design types. They show various representative configurations of cut slopes, which mirror the quantity and cost of the corresponding widening on a fill slope, as illustrated in Type C. The example engineered cross-sections include:

- Three different assumed average levels of adjacent slope:
  - Minor (Type A), with a range of zero to 25% slope, assumed average 10%
  - Moderate (Type B), with a range of 25% to 50% slope, assumed average 50%
  - Severe (Type C), greater than 50% slope, assumed average 100%
- Three different assumed widths of existing shoulders: 0 feet, 3 feet, and 8 feet or more
- One improvement goal:
  - 4-foot paved shoulders and 2-foot unpaved shoulder

**Figure D-1: Improvement Type Engineered Cross-Sections**



**Figure D-1: Improvement Type Engineered Cross-Sections (cont.)**



### D.2.2 Review of Site-Specific Improvement Types

The initial definition of conceptual improvement design was driven by terrain as identified in the field conditions inventory:

- Areas with Type A and B and C slopes (< 50% or 2:1) were programmed for widening as necessary to provide 4-foot paved shoulders for bikes, plus 2-foot unpaved shoulder for buffer and vehicle safety.

The field inventory was by necessity quite generalized on the basis of averaged cumulative conditions within each 1/5-mile sub-segment. During cost estimate preparation these results were reviewed against field conditions using Google Streetview to check the resulting improvement design types against conditions.

### D.2.3 Other Project Cost Factors

The estimate for each Potential Improvement Segment includes allowances for related construction and “soft” costs as follows:

Contingencies	20%-35%
Design and Surveying	15%
Environmental	5% - 20% (see below)
Review and Construction Engineering	20%
TOTAL	

### D.2.4 Environmental Costs

Environmental study, permitting, and mitigation costs can be a major factor for potential shoulder widening improvements. These can even be “deal-breakers” for some projects. It was not feasible to accurately estimate these costs at the very early stage and broad scale of this Study, or to identify specific “deal-breakers”. However the Study included a relatively detailed high-level assessment of known constraints, and provided a “score” for environmental constraints for each 1/5-mile sub-segment. These scores were classified into four different cost levels from 5% to 20% per 1/5-mile to represent the environmental process costs in the potential improvement segment summaries.

### D.2.5 Unit Costs

Estimates were prepared corresponding to the engineered cross-sections on Figure D-1 to reflect the most representative condition/improvement scenario for each 1/5-mile sub-segment. Additional cost items were added for each sub-segment to reflect the presence of features such as narrow bridges, culverts, trees, utilities, and urban improvements that would tend to increase the cost.

Improvements for each of these scenarios were quantified to produce a total cost per 1/5-mile for that type, and multiplied by the number of miles of that type present in the study area.

Table D-5 presents the master cost item list for the various conditions/improvements scenarios represented in the cross-sections in Figure D-1, and the other factors that were applied in the cost estimate tables. The 1/5-mile sub-segment costs for each potential improvement segment were added together to get the total construction cost.

**Table D-5: Master Cost Item List**

Construction Item	Unit	Unit Price	Notes
Tree Removal	LF	\$7.10	Assume 25 Trees/mile@\$1500 - where indicated
Reinforced Concrete Retaining Wall - per face square foot (FSF)	FS F	\$150.00	Per face square foot (FSF) - assumed to include 2'-wide concrete lined ditch behind wall
Bridge Replacement/Reconstruction	LF	\$2,000.00	\$1,000 ea. for NB and SB sides; where indicated not estimated for bridges with PSR
Earthwork/Grading for Improvements (based on cross-section area)	CF	\$1.00	Assumes widening into cut bank, or backfill of a down-slope wall
Sawcut and remove 1' AC Edge	LF	\$1.00	Assumed for pavement widening for tie-in
Aggregate Base - 8" depth	SF	\$1.50	For all shoulder widening - assumed extra 1' for pavement tie-in; based on \$60/CY
Asphalt Paving - 3" depth	SF	\$4.00	Assumed to create max. 4' shoulders; beyond assumed to be base rock - assumed extra 1' or pavement tie-in
Roadway Striping & Signage	LF	\$4.00	Fog line, bike route signage, etc.

### D.2.6 Segment Costs

In order to generate a summary map the cost range was broken into three categories. The scores for the factors above determine the overall feasibility of widening the shoulders for each 1/5-mile segment within segments 2 and 5. Table D-6 below shows the cost break points for blue, green, yellow and red segments.

**Table D-6: Segment Cost List**

Expanded Shoulder Construction Feasibility	1/5-Mile Cost	1-Mile Cost	Description
Blue	\$0	\$0	Already appropriate width; no improvements needed
Green	\$1-\$115,000	\$1-\$575,000	Simple construction
Yellow	\$115,000-\$1,000,000	\$575,000-\$5,000,000	Moderate construction
Red	>\$1,000,000	>\$5,000,000	Very complex construction

## D.2.7 Culverts

Culverts may present a challenge to shoulder widening. If the existing culvert does not provide adequate distance from the edge of the roadway to accommodate the envisioned widening, it will have to be extended, and depending on its condition, potentially replaced. Caltrans data detailed the location of all culverts, but not their type, length, or condition, so these factors must be extrapolated. The estimate assumes that frequency of culverts is relatively consistent for all segments 2 and 5; or approximately 8-9 culverts per mile, or 1.75 per 1/5-mile.

Culvert extension or replacement cost can vary significantly based on culvert size and type, and site conditions. The cost estimate includes an assumed average cost of \$250 per linear foot of culvert extension or replacement, and a \$2000 allowance per culvert for the inlet or outlet. These costs were based on review of a long-term bid history for culvert replacement.<sup>1</sup> Using these unit costs, costs per mile for culverts were extrapolated as follows:

- For Type A and B and C slopes the total widening/extension could be 6 feet or more. For budgeting purposes 6 feet at \$250 per foot was assumed, plus \$2000 for inlet or outlet.

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<sup>1</sup> FLH Bid History Cost Estimates for Culvert Repair and Replacement Tasks

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## E Funding Sources

This appendix provides information on potential funding sources for bicycle, pedestrian and trail improvements. Federal, state and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used in development projects, policy development and planning to improve conditions for pedestrians and bicyclists. Even though appropriate funds are limited, they are available. To support agency efforts to find outside funding sources to implement improvements along the proposed trail corridors, a summary by source type is provided below.

### E.1 Federal Sources

#### E.1.1 Moving Ahead for Progress in the Twenty-First Century (MAP-21)

The largest source of federal funding for bicycle and pedestrian projects is the US DOT's Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 as Public Law 112-141. The Act replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012. SAFETEA-LU contained dedicated programs including Transportation Enhancements, Safe Routes to School, and Recreational Trails, all commonly tapped sources of funding to make non-motorized improvements nationwide. MAP-21 combines these programs into a single source called the Transportation Alternatives Program (TAP).

More information: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

MAP-21 authorizes funding for federal surface transportation programs including highways and transit for the 27-month period between July 2012 and September 2014. It is not possible to guarantee the continued availability of any listed MAP-21 programs or to predict their future funding levels or policy guidance. Nevertheless, many bicycle and pedestrian transportation improvements programs have been included in some form since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and thus may continue to provide capital for active transportation projects and programs.

In California, federal monies are administered through the California Department of Transportation (Caltrans). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.

There are a number of programs identified within MAP-21 that are applicable to bicycle and pedestrian projects. These programs are discussed on the following pages.

More information: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

## Transportation Alternatives Program

Transportation Alternatives Program (TAP) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TAP does not provide a guaranteed set-aside for this activity as SAFETEA-LU did. MAP-21 provides \$85 million nationally for the RTP.

Eligible activities under the TAP Program include:

1. **Transportation Alternatives** as defined by Section 1103 (a)(29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure projects including “on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.” Infrastructure projects and systems that provide “Safe Routes for Non-Drivers” is a new eligible activity.

More information: [http://www.fhwa.dot.gov/environment/transportation\\_enhancements/legislation/map21.cfm](http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm)

2. **Recreational Trails Program (RTP)**. TAP funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

RTP funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a state’s funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state’s funds)

Under MAP-21, dedicated funding for the RTP continues at FY 2009 levels – roughly \$85 million annually. California will receive \$5,756,189 in RTP funds per federal fiscal year through 9/30/14.

More information:

[http://www.fhwa.dot.gov/environment/recreational\\_trails/funding/apportionments\\_obligations/recfunds\\_2009.cfm](http://www.fhwa.dot.gov/environment/recreational_trails/funding/apportionments_obligations/recfunds_2009.cfm)

3. **Safe Routes to School**. There are two separate Safe Routes to School programs administered by Caltrans. There is the federal program referred to as SRTS, and the state-legislated program referred to as SR2S. Both programs are intended to achieve the same basic goal of increasing the

number of children walking and bicycling to school by making it safer for them to do so. All projects must be within two miles of primary or middle schools (K-8). The Safe Routes to School Program funds non-motorized facilities in conjunction with improving access to schools through the Caltrans Safe Routes to School Coordinator. Eligible projects may include:

- **Engineering improvements.** These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails, or bikeways. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities.
- **Education and Encouragement Efforts.** These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits and environmental impacts. Projects and programs may include creation, distribution, and implementation of educational materials; safety-based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).
- **Enforcement Efforts.** These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians, and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

4. **Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways.** At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

Average annual funds available through TAP over the life of MAP-21 equal \$814 million nationally, which is based on a 2% set-aside of total MAP-21 authorizations. Projected MAP-21 apportionments for California total \$3,546,492,430 for FY 2013 and \$3,576,886,247 for FY 2014 (<http://www.fhwa.dot.gov/MAP21/funding.cfm>). The 2% set-aside for TAP funds in California will be about \$71,000,000 for the next two fiscal cycles. State DOTs may elect to transfer up to 50% of TAP funds to other highway programs, so the amount listed above represents the maximum potential funding.

TAP funds are typically allocated through MPOs and require a 20% local match. In California, TAP has been integrated into the new Active Transportation Program (ATP) (see Section E.2.1).

### **Surface Transportation Program**

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Modification of sidewalks to

comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. 50% of each state's STP funds are sub-allocated geographically by population. These funds are funneled through Caltrans to the Regional Transportation Planning Agencies in the state. The remaining 50% may be spent in any area of the state.

More information: [http://www.dot.ca.gov/hq/transprog/federal/rstp/Official\\_RSTP\\_Web\\_Page.htm](http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm)

### **Highway Safety Improvement Program (HSIP)**

MAP-21 doubles the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. MAP-21 preserves the Railway-Highway Crossings Program within HSIP but discontinues the High-Risk Rural Roads Program unless safety statistics demonstrate that fatalities are increasing on these roads. HSIP is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.

More information: [http://www.dot.ca.gov/hq/traffops/survey/SHSP/SHSP\\_Final\\_Draft\\_Print\\_Version.pdf](http://www.dot.ca.gov/hq/traffops/survey/SHSP/SHSP_Final_Draft_Print_Version.pdf)

### **Pilot Transit-Oriented Development Planning**

MAP-21 establishes a new pilot program to promote planning for Transit-Oriented Development. At the time of writing, the details of this program are not fully clear; however, the bill text states that the Secretary of Transportation may make grants available for the planning of projects that seek to “facilitate multimodal connectivity and accessibility,” and “increase access to transit hubs for pedestrian and bicycle traffic.”

## **E.1.2 Partnership for Sustainable Communities**

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to “improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide.” The Partnership is based on five Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure - “Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.”

The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including the TIGER grants).

MCOG and Caltrans should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.

More information: <http://www.epa.gov/smartgrowth/partnership/>

### **E.1.3 Rivers, Trails, and Conservation Assistance Program**

The Rivers, Trails and Conservation Assistance Program (RTCA) is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails. The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation, and identifying other sources of funding for conservation and outdoor recreation projects.

More information: <http://www.nps.gov/pwro/rtca/who-we-are.htm>

### **E.1.4 Community Development Block Grants**

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may “use Community Development Block Grant funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grant funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.”

Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to write ADA Transition Plans.

More information: [www.hud.gov/cdbg](http://www.hud.gov/cdbg)

### **E.1.5 Community Transformation Grants**

Community Transformation Grants administered through the Center for Disease Control support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if such improvements benefit groups experiencing the greatest burden of chronic disease.

More information: <http://www.cdc.gov/communitytransformation/>

### **E.1.6 National Scenic Byways Program**

The Federal Highway Administration (FHWA), part of the USDOT manages the National Scenic Byways Grant Program, which recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities by providing grants that support projects that manage and protect these roads and improve visitor facilities.

More information: <http://www.fhwa.dot.gov/discretionary/2012nsbp.cfm>

### **E.1.7 Federal Recovery Act State Fiscal Stabilization Funding**

As part of the Federal Recovery Act of 2009, states will be receiving \$53.6 billion in state fiscal stabilization funding. States must use 18.2% of their funding – or \$9.7 billion – for public safety and government services. An eligible activity under this section is to provide funding to K-12 schools and institutions of higher education to make repairs, modernize, and make renovations to meet green building standards. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), addresses green standards for schools that include bicycle and pedestrian facilities and access to schools.

Another \$5 billion is provided for the Energy Efficiency and Conservation Block Grant Program. This provides formula funding to cities, counties and states to undertake a range of energy efficiency activities. One eligible use of funding is for bicycle and pedestrian infrastructure.

More information: <http://www2.ed.gov/policy/gen/leg/recovery/factsheet/stabilization-fund.html>

<http://www1.eere.energy.gov/wip/eecbg.html>

### **E.1.8 Land and Water Conservation Fund**

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The Fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While non-profits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost. Up to \$2 million was available in California in the 2012 round of grant funding.

More Information: [http://www.parks.ca.gov/?Page\\_id=21360](http://www.parks.ca.gov/?Page_id=21360)

### **E.1.9 Community Action for a Renewed Environment (CARE)**

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to re-duce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to re-duce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and “smart-growth” types of projects are eligible. Grants range between \$90,000 and \$275,000.

More information: <http://www.epa.gov/care/>

## **E.2 State Sources**

### **E.2.1 Active Transportation Program (ATP)**

With the consolidation of federal funding sources in MAP-21, the California State Legislature has moved to consolidate a number of state-funded programs centered on alternative transportation into a single program. The resulting Active Transportation Program (ATP) will consolidate the federal programs, Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails

Program. The ATP's authorizing legislation (signed into law by the Governor on September 26, 2013) also includes placeholder language to allow the ATP to receive funding from the newly established Cap-and-Trade Program in the future. For the 2013/2014 fiscal cycle, approximately \$130 million is anticipated for this program, of which \$24 million will be earmarked specifically for Safe Routes to School projects. The call for projects occurred in spring 2014.

The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance. Goals of the ATP are currently defined as the following:

- 1) Increasing the proportion of trips accomplished by biking and walking;
- 2) Increasing safety and mobility for non-motorized users;
- 3) Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals;
- 4) Enhancing public health;
- 5) Ensuring that disadvantaged communities fully share in the benefit of the program; and,
- 6) Providing a broad spectrum of projects to benefit many types of active transportation users.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

## **E.2.2 State Highway Operations & Protection Program**

The State Highway Operations and Protection Program (SHOPP) is a four-year program that funds projects on the State Highway system to maintain and preserve the asset. The program is primarily funded by federal highway trust funds. The federal funds that make up the SHOPP are National Highway Performance Program (NHPP), the Surface Transportation Program (STP), and the Highway Safety Improvement Program (HSIP). The new federal act, Moving Ahead for Progress in the 21st Century (MAP-21), requires that the states implement targets based on performance measures that will be forthcoming. This will dictate how funds need to be programmed based on meeting the targets. The emphasis of the federal bill is to maintain and/or improve the current asset condition and to address the safety needs. The cycle includes identification of rehabilitation and reconstruction needs in the ten-year plan, the estimation of available funding in the Fund Estimate, and finally a four-year financially constrained portfolio of projects in the four-year SHOPP. As required by statutes, the SHOPP is a four-year portfolio of projects, updated every two years.

The SHOPP project funding process is internal to Caltrans. SHOPP projects are originally scoped through the ten-year SHOPP plan process. The ten-year SHOPP plan has a fiscally constrained list of program areas that have specific estimated amounts of funding. The determination of the balance of funds for each of the areas is based on federal funding programs, priorities as agreed between the Caltrans and the CTC, and direction from the Caltrans SHOPP Executive Committee. The priorities are:

1. Collision reduction, major damage restoration, and mandates such as ADA and stormwater
2. Pavement, bridge, roadside, and facility preservation
3. Mobility

There is clearly not enough funding to fund the SHOPP needs and thus each category has constrained funding. More information:

<http://www.dot.ca.gov/hq/transprog/SHOPP/2014%20SHOPP/SHCC%20SHOPP%20issue%20paperpdf.pdf>

### **E.2.3 Caltrans Planning Grants**

Caltrans also administers the Transportation Planning Grant Program that funds projects to improve mobility. In the past year, Caltrans awarded \$10 million in grant funding to 70 applicants, in two sub-categories: Environmental Justice grants and Community-Based Transportation Planning grants.

More information: <http://www.dot.ca.gov/hq/tpp/grants.html>

#### **Environmental Justice (EJ) Grant Program**

This program promotes the involvement of low-income communities, minority communities, and Native American Tribal governments in the planning for transportation projects. EJ grants have a clear focus on transportation and community development issues to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development. Grants are available to cities, counties, transit districts, and Tribal governments.

More information: [http://www.dot.ca.gov/hq/tpp/offices/ocp/completed\\_projects\\_ej.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/completed_projects_ej.html)

#### **Community-Based Transportation Planning Grant Program**

The Community-Based Transportation Planning (CBTP) grant program promotes transportation and land use planning projects that encourage community involvement and partnership. These grants include community and key stakeholder input, collaboration, and consensus building through an active public engagement process. CBTP grants support livable and sustainable community concepts with a transportation or mobility objective to promote community identity and quality of life.

More information: [http://www.dot.ca.gov/hq/tpp/offices/ocp/completed\\_projects\\_cbtp.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/completed_projects_cbtp.html)

### **E.2.4 Petroleum Violation Escrow Account (PVEA)**

In the late 1970s, a series of federal court decisions against selected United States oil companies ordered refunds to the states for price overcharges on crude oil and refined petroleum products during a period of price control regulations. To qualify for PVEA funding, a project must save or reduce energy and provide a direct public benefit within a reasonable time frame. In the past, the PVEA has been used to fund programs based on public transportation, computerized bus routing and ride sharing, home weatherization, energy assistance and building energy audits, highway and bridge maintenance, and reducing airport user fees. In California, Caltrans Division of Local Assistance administers funds for transportation-related PVEA projects. PVEA funds do not require a match and can be used as match for additional federal funds.

More information: [www.dot.ca.gov/hq/LocalPrograms/lam/prog\\_g/g22state.pdf](http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g22state.pdf)

### **E.2.5 Office of Traffic Safety Grants**

The Office of Traffic Safety (OTS) distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. OTS grants are supported by federal funding under the National Highway Safety Act and SAFETEA-LU.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants.

The California application deadline is January of each year. There is no maximum cap to the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

More information: <http://www.ots.ca.gov/Grants/Apply/default.asp>

### **E.2.6 Environmental Enhancement and Mitigation Funds**

The Environmental Enhancement Mitigation Program (EEMP) provides grant opportunities for projects that indirectly mitigate environmental impacts of new transportation facilities. Projects should fall into one of the following three categories: highway landscaping and urban forestry, resource lands projects, or roadside recreation facilities. Funds are available for land acquisition and construction. The local Caltrans district must support the project. The average award amount is \$250,000.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm>

### **E.2.7 California Strategic Growth Council**

The Strategic Growth Council is a state agency that manages the Sustainable Communities Planning Grant and Incentives Program. The program provides grants for development and implementation of plans that lead to significant reductions in greenhouse gas emissions, improve air and water quality, promote public health, promote equity, increase housing affordability, increase infill and compact development, revitalize urban and community centers, protect natural resources and agricultural lands, reduce automobile usage and fuel consumption, improve infrastructure systems, promote water conservation, promote energy efficiency and conservation, and strengthen the economy.

The program is currently conducting workshops to update program guidelines. The anticipated application date is early 2014.

More information: [http://sgc.ca.gov/planning\\_grants.html](http://sgc.ca.gov/planning_grants.html)

## **E.2.8 Climate Ready Grant Program - California State Coastal Conservancy**

Climate Ready grants are intended to encourage local governments and non-governmental organizations to advance planning and implementation of on-the-ground actions that reduce greenhouse gas emissions and lessen the impacts of climate change on California's coastal communities. The grant program makes eligible "development of multi-use trails with clearly identified greenhouse gas (GHG) reduction goals; (and) protecting and managing open space lands with clearly identified GHG reduction goals." A total of \$1,500,000 is available on a competitive basis, with a minimum award of \$50,000 and a maximum of \$200,000. The size of grants awarded will be based on each project's needs, its overall benefits, and the extent of competing demands for funds. Applications were due August 28, 2013. It is not clear whether additional application solicitations will be made.

More information: [http://scc.ca.gov/files/2013/07/Climate-Ready-grant-announcement-July-18\\_FINAL.pdf](http://scc.ca.gov/files/2013/07/Climate-Ready-grant-announcement-July-18_FINAL.pdf)

## **E.3 Regional & Local Sources**

### **E.3.1 Developer Impact Fees**

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bikeway projects. These projects have commonly provided Class II facilities for portions of on-street, previously-planned routes. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

### **E.3.2 Roadway Construction, Repair, and Upgrade**

Future road widening and construction projects are one means of providing improved pedestrian and bicycle facilities. To ensure that roadway construction projects provide these facilities where needed, it is important that the planning process includes review for consistency with proposed pedestrian and bicycle improvements in adopted plans. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

More information: [http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html)

### **E.3.3 Cable Installation Projects**

Cable TV and telephone companies sometimes need new cable routes within public right of way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected bicycle facilities to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new bikeway facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

## E.4 Private Sources

Private funding sources can be acquired by applying through the advocacy groups such as the League of American Bicyclists and the Bikes Belong Coalition. Most of the private funding comes from foundations seeking to enhance and improve bicycle facilities and advocacy. Grant applications will typically be through the advocacy groups as they leverage funding from federal, state, and private sources. Following are several examples of private funding opportunities available.

### E.4.1 Bikes Belong Grant Program

The Bikes Belong Coalition of bicycle suppliers and retailers has awarded \$1.2 million and leveraged an additional \$470 million since its inception in 1999. The program funds corridor improvements, mountain bike trails, BMX parks, trails, and park access. It is funded by the Bikes Belong Employee Pro Purchase Program.

More information: <http://www.bikesbelong.org/grants/>

### E.4.2 Bank of America Charitable Foundation, Inc.

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grant program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Program, and specifically the Program Related Investments subcategory. This program targets low- and moderate-income communities and serves to encourage entrepreneurial business development.

More information: <http://www.bankofamerica.com/foundation>

### E.4.3 The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972, and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social, and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

More information: <http://www.rwjf.org/applications/>

### E.4.4 The Wal-Mart Foundation

The Wal-Mart Foundation offers a Local, State, and National Giving Program. The Local Giving Program awards grants of \$250 to \$5,000 through local Wal-Mart and Sam's Club Stores. Application opportunities are announced annually in February with a final deadline for applications in December.

The State Giving Program provides grants of \$25,000 to \$250,000 to 501c3 nonprofits working within one of five focus areas: Hunger Relief & Nutrition, Education, Environmental Sustainability, Women's Economic Empowerment, or Workforce Development. The program has two application cycles per year: January through March and June through August. The Wal-Mart Foundation's National Giving Program awards grants of \$250,000 and more, but does not accept unsolicited applications.

More information: <http://foundation.walmart.com/apply-for-grants>

#### **E.4.5 The Kodak American Greenways Program**

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2,000) to stimulate the planning, design and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying or political activities.

More information: <http://www.conservationfund.org>

#### **E.4.6 Corporate Donations**

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

### **E.5 Other Sources**

Local sales taxes, fees, and permits may be implemented as new funding sources for pedestrian and bicycle projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi-use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can "adopt" a route or segment of one to help construct and maintain it.

## **F Public Review Draft Study Comment Letter**

This appendix provides the Yorkville Highlands Growers and Vintners Association's comment letter on the Public Review Draft Study.

*Old Chatham Ranch*ESTATE GROWN WINES AND OLIVE OILS  
Response to Valley Trail Workshop

March 23, 2014

Alison Pernell  
 Project Manager, Local Government Commission  
 Mendocino Council of Governments  
 367 N, State St., Suite 206  
 Ukiah Ca. 95482

Dear Ms. Pernell

The Yorkville Highlands Growers and Vintners association has recently discussed the information provided at the local meeting regarding the Bike path. Many of the members of the association attended the local workshops and are knowledgeable concerning the provided information and plans.

Following discussion at our January general membership meeting, and reaffirmed at a meeting on March 22, 2014, YHGVA wants to be on record as being 1) in support of developing a bike path along Route 128 from Highway 101 to the Coast, and 2) we want to be on record as requesting that Cal Trans consider safety as the most important consideration.

Route 128 as it passes through Yorkville has a notorious record for vehicular accidents. There is an increasing number of bicycles traversing this expanse of 128, partially related to the expansion of cycling routes in Sonoma County and partly related to the increasing role of cycling with the general population.. The combination of bicycles, motorcycles, automobiles, lumber trucks and large commercial delivery trucks has created a serious risk of increasing accidents along this section of the road.

We also want to be on record as insisting that safety improvements along the road through Yorkville be accomplished prior to the enhancement of bicycle traffic in the coastal route. Safety is paramount. Pleasure along one stretch, at the expense of more traffic accidents and fatalities along another stretch, is not an acceptable trade off. That this will occur, is an obvious reality for those familiar with Highway 128.

Again, we fully endorse the idea of creating a bike path, but it should be a complete bike path from Highway 101 to the Coast with all the necessary safety provisions being included in the developmental plans.

George F. Lee  
*George F. Lee M.D.*  
 Vice President YHGVA

GEORGE AND KIT LEE